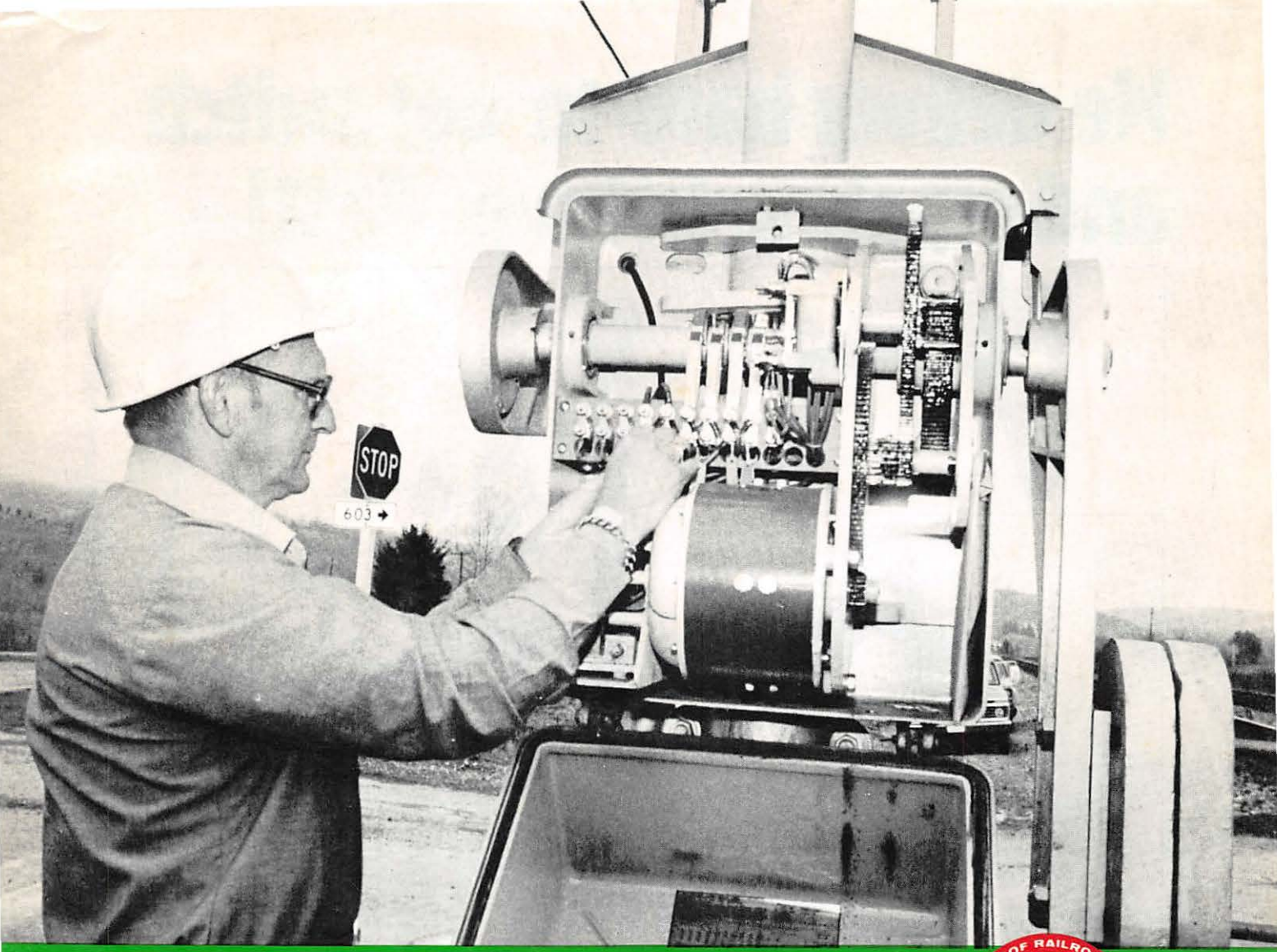


# The SIGNALMAN'S Journal

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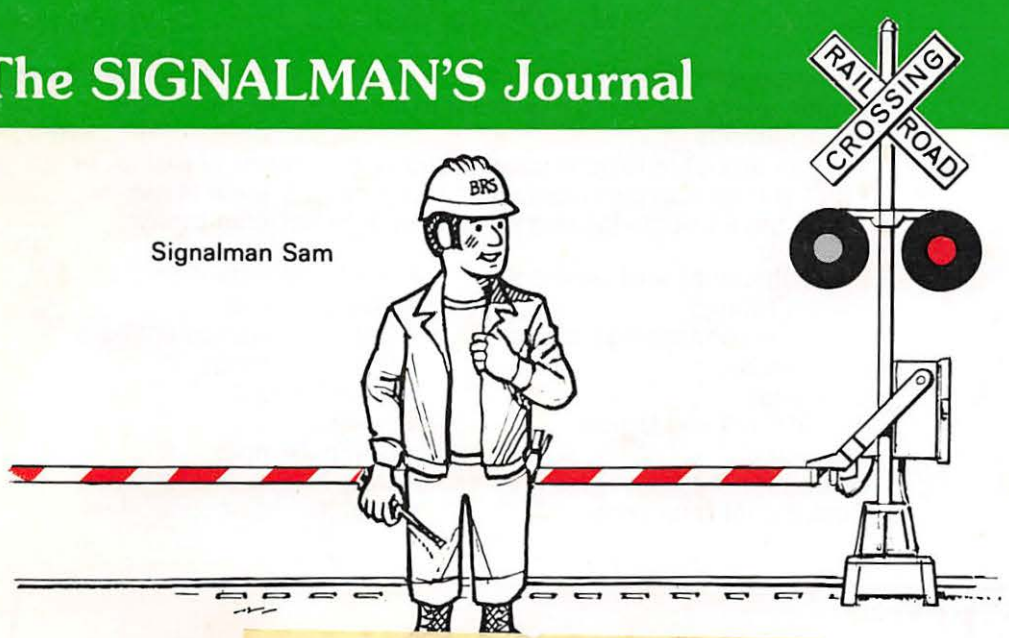


Signalman Sam

Ralph E. Markle, signal maintainer for the Norfolk & Western at Elliston, VA, checks a crossing gate mechanism at one of the highway grade crossings on his 24 miles of mainline territory.

**JUNE 1978**

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Volume 59 Number 5 June 1978

ROBERT W. McKNIGHT
Editor & Manager
601 West Golf Road
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312-439-3732

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# The SIGNALMAN'S Journal

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

**4** Signalman's Store
**5** News
**8** Ralph Markle is active union man, good signalman
**12** Signals are vital to safety
**14** Safety Act gives FRA needed authority
**18** FRA changes some rules
**21** Obituaries
**22** Local officers go to school
**23** Signalmen meet in Atlanta
**29** Travelers Insurance has open enrollment until Sept. 1
**33** From the Secretary-Treasurer: BA-6 forms available
**36** Personal Aids & News: Children should be immunized
**38** Marion Wells on health
**40** General Committee News
**45** Local Lodge News
**48, 55** Signalman's Worksheet: Interlockings, Basic Circuits
**50** News About Members
**56** FELA attorneys listed
**57** News from Canada
**62** Bates' Commentary: FRA's Sullivan has good outlook

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The eight-volume **SIGNALMAN'S TRAINING COURSE** covers the following subjects:

1. Electricity, circuit symbols and nomenclature
2. Signal symbols and nomenclature
3. Automatic block signaling, time code control, electronics
4. Traffic control systems and power switch machines
5. Highway grade crossing warning systems, FRA RS&I tests
6. Remote control and automatic interlockings
7. Ctc machines and their operation
8. Maintenance of signal equipment

**SIGNALMEN'S DECAL** has adhesive backing so it can be applied to glass, leather, metal, etc. for BofRS identification on car windows, bumpers, luggage, hard hats, etc. The emblem is 4-inches or 3-inches in diameter. It has a red border with white letters. The signal displays green over red.

Metal **COLORLIGHT SIGNAL LAPEL PIN** 1/2-inch in diameter with signal showing green over yellow over red on white enamel background. Signal and pin outlined in gold.

BofRS **LAPEL PIN** identical to decal except letters and outline are in gold.

Red nylon **WINDBREAKERS** with elastic sleeve ends that fit tight to the wrists and with a drawstring at the bottom to pull tight to the waist come in three sizes: small (36-38); medium (40-42); and large (44-46). Two slash pockets and a cloth BofRS patch on the left front complete these men's jackets. The windbreaker is machine or hand washable in warm water.

A **HISTORY OF THE BROTHERHOOD OF RAILROAD SIGNALMEN** has been written by the late A. E. Lyon, president emeritus, which covers the 75 years of the Brotherhood since its founding in 1901.

**MASTER NATIONAL AGREEMENT BOOK** has the basic provisions of national agreements negotiated with U.S. railroads and the BofRS. They are contained in a loose-leaf binder with 2-inch rings so there is room for additional material, such as local agreements. The 23 sections are:

A Summary of wage changes
B Summary of other benefits
C Washington job protection agreement of 1936
D Vacations
E Union shop agreement
F Holidays
G Claim and grievance handling
H Health and welfare
I Force reductions
J Employment security
K Travel time and away-from-home expenses
L Off-track vehicle accidents
M Jury duty
Mc Current agreement
N Overtime
O Camp cars
P Apprentice programs
Q Change of residence
R Earnings deduction in discipline cases
S Supplemental sickness benefits
T Union dues checkoff
U Amtrak C-1, C-2
*V Seniority modification agreement*

# News

## Bates speaks in support of crossing safety funds

In testimony before the subcommittee on transportation of the Senate committee on environment and public works, BofRS President R. T. Bates spoke in favor of separate funding for safety improvements at rail-highway grade crossings. Below is an abstract of his statement:

For the purposes of this statement, I would like to emphasize only two points:

(1) Elimination of specific funding for highway-rail intersection safety improvement will return the rail-highway safety program to its pre-1973 level, resulting in the needless deaths of hundreds of people.

(2) The ranking of highway grade crossing devices as 14th on a cost/-safety ratio basis by an FHWA study is wholly unjustified.

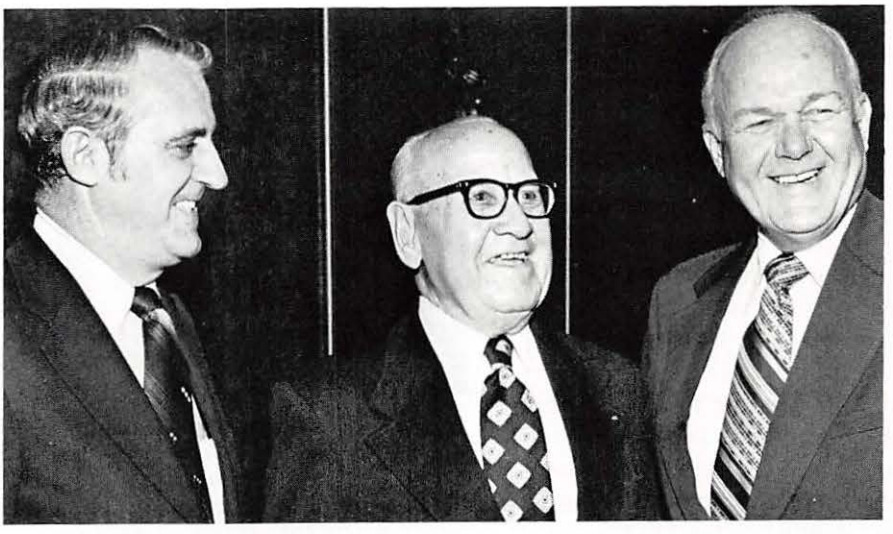
There can be no doubt in anyone's mind that unless Congress specifies funds for rail-highway intersection safety programs, there will be little, if anything, left of that safety program since FHWA ranks it 14th on its cost/safety ratings. Quite obviously, if funds are cut back grade crossing tragedies will not decrease as they have since 1973 and many persons will become the unnecessary victims of those avoidable future tragedies.

FHWA errs in the basis for its ranking of grade crossing signal devices. In the first place, signal lights at grade crossings are ranked ninth, not fourteenth; gates are ranked fourteenth. Each of these rankings is founded upon the erroneous basis that the life of these devices is ten years. Actually, their real life is at least 15 to 20 years. I personally know of many grade protection devices that are still in service after more than 30 years. Even in the northern plains states their life expectancy is much greater than that credited them by FHWA; and nowhere in this country are the extremes of weather and climate more severe than in the northern plains states.

An accurate decision of the Congress on this issue cannot be based upon an erroneous FHWA study.

So much progress has been made over the past four years in the area of rail-highway grade crossing safety; so many lives have been saved. This fruitful effort should not be abandoned. It assuredly will be abandoned, or virtually so, if the Administration approach, as set forth in S. 2440, is adopted.

We respectfully urge this Subcommittee, and through it the Congress, to preserve and extend the very excellent progress made in the area of rail-highway grade crossing safety by the specific allocation of funds for that purpose.



"Signalmen Big Three" were captured on film at the April 18 dinner sponsored by the owners of LABOR newspaper. Three presidents of the Brotherhood of Railroad Signalmen enjoyed the occasion. From the left, they are: R. Thomas Bates; Jesse Clark, president emeritus; and Charles J. Chamberlain, labor member, Railroad Retirement Board.

Helmuth F. Kern (left), labor advisor, Federal Railroad Administration, listens as R. Thomas Bates, BofRS president, discusses railroad safety, during a break at the LABOR newspaper Washington dinner.

## House commerce committee passes Amtrak subsidy

A bill subsidizing Amtrak's operational losses for fiscal year 1979 has been approved by the House Interstate and Foreign Commerce Committee. Congressman Fred B. Rooney, (D-Pa., 15th), managed this bill in his Subcommittee on Transportation and Commerce, and in the full Committee. The bill provides an authorization in the amount of $613 million for Amtrak's operations. This amount was considered to be the amount necessary to reimbuse Amtrak for the deficiencies expected to be incurred by operating the present route system.

The Department of Transportation is in the process of studying Amtrak's route structure. Preliminary recommendations for a revised route structure were issued by Secretary Brock Adams on May 8. The Committee, however, believes that it should allow Congress suf-

ficient time to evaluate the final recommendations which are due December 31, 1978. In order to have a proper evaluation, the bill prohibits any train discontinuances during fiscal year 1979.

Rooney said, "I believe it is imperative that Congress allow itself the maximum time and flexibility in which to consider the recommendations to be made by the Secreatry." He continued, "I have been very discouraged by the mounting losses being incurred by Amtrak. It must be recognized that there is a limit beyond which the taxpayers no longer should be expected to support these trains. At the same time, I recognize the discontinuance of these trains is not only an economical matter, but is a social, and to a certain degree, emotional matter. It is for these reasons that I believe Congress should carefully consider any major permanent decision as to the future of passenger rail service in this country."

The bill also provides that the route structure study to be recommended by the Secretary must be approved by the Congress before it can take effect. The Administration had desired that the route structure be approved unless vetoed by Congress within sixty legislative days. Rooney said, "The Administration's plan would probably be easier for many Members of Congress to duck the issue, but I doubt if it would be fair to the public to have their Representatives duck an important issue such as this. If it is the desire of the people of this country to have trains continued, or to have them discontinued, I believe they are entitled to a recorded vote by their Representatives."

The bill further provides an authorization of $130 million for capital expenditures. Amtrak requested $341 million for this purpose. "I do not believe that funds should be provided for this equipment at this time, when we are still debating Amtrak's future," Rooney said. Amtrak had requested over $200 million to purchase new low-level equipment.

James Michie (left) of the Savings Bond Division, U.S. Treasury, presents a plaque to President R. T. Bates for the The Signalman's Journal "award for patriotic service through the U.S. Savings Bond Program" by running advertisements promoting the program. Secretary-Treasurer W. D. Best (center) watches.

## BofRS to hold regional meeting in Des Moines, IA

A regional meeting of the Brotherhood of Railroad Signalmen will be held Saturday, June 17, 1978 at the Hotel Savery, Locust Street at Fourth in Des Moines, IA. On Friday, June 16, a training session will be held at the same location for all local lodge officers. Vice President M. B. "Pete" Frye will conduct the training session on Friday. Vice President W. B. "Witt" Harwell will chair the Saturday regional meeting.

## Fatalities fall in grade crossing accidents

Deaths resulting from accidents at rail-highway grade crossings in 1977 fell to 1,001 down from 1,174 according to a recent report by the National Transportation Safety Board. NTSB does not give a breakdown as to injuries.

Interestingly, Federal Railroad Administration figures for the same periods show 946 deaths and 4,419 injuries for 1977 compared to 1,168 deaths and 4,887 injuries in 1976.

In any case, the trend is again downward which probably can be due in part to the expansion of Operation Lifesaver programs in various states and the increased installation of automatic warning devices at rail-highway grade crossings.

## Eastern regional meeting to be at Anderson, IN

The eastern regional meeting of the Brotherhood of Railroad Signalmen will be held Saturday, September 23, 1978 at Linders-on-the-Point in Anderson, IN. Vice President Joseph W. Walsh will chair the regional meeting. On Friday, September 22, a training session for all local officers will be held at the same location. Vice President M. B. "Pete" Frye will conduct the training session.

## Railroad evangelists to meet in Indiana in August

The annual national convention of the Railroad Evangelistic Association will be held August 7-11, 1978 at the Grace Seminary and College at Winona Lake, IN. All railroad and transportation employees (both active and retired) and their families are invited to attend.

For details and a free copy of the Railroad Evangelist magazine, write to: Esther Peterson, Box 253, Gildford, MT 59525 or Elmer Ward, 9230 Wooden Bridge Road, Philadelphia, PA 19114.

## Grand Trunk Western gets support from DT&I purchase

Ford Motor Company and Proctor & Gamble Company have filed legal briefs with the Interstate Commerce Commission in support of Grand Trunk Western's application to acquire control of the Detroit, Toledo & Ironton and the Detroit & Toledo Shore Line. GTW now owns 50% of the stock of D&TSL. Chessie System and the Norfolk & Western had filed an application with the ICC to purchase the DT&I and jointly operate the 588-mile line.

# GRS

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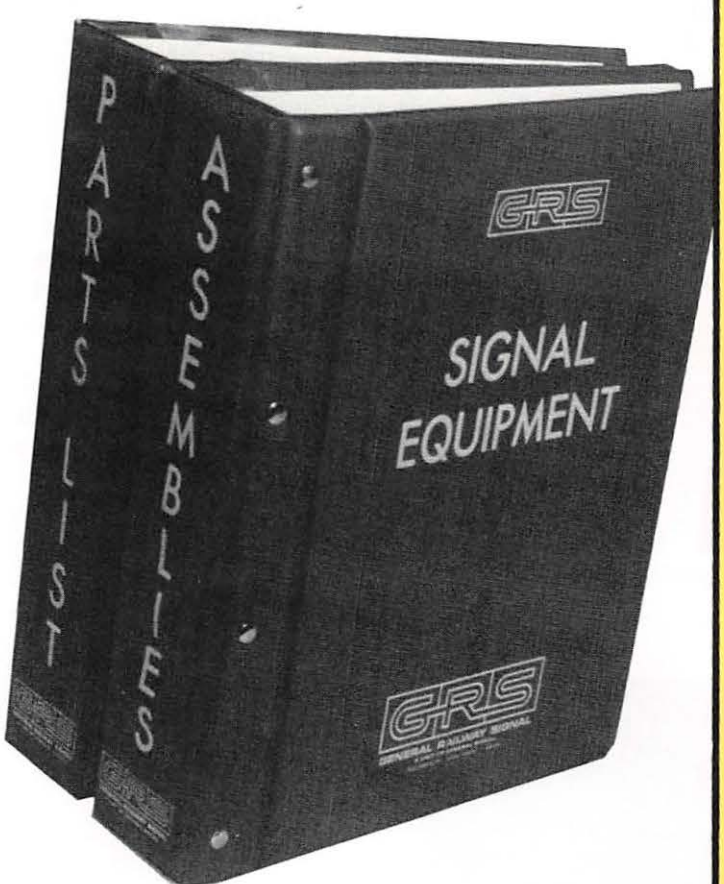


## CONTENTS FOR ASSEMBLI


| | SEC |
|---|---|
| ACCESSORIES | |
| Arresters | |
| Connectors | |
| Fuses | |
| Resistors | |
| Switches | |
| Terminals | |
| Tools | |
| CASES AND HOUSINGS | |
| CABLE POSTS | 1 |
| CODED TRACK and TRAKODE EQUIPMENT | 1 |
| DETECTORS | |
| Dragging Equipment | 2 |
| Switch Point | 2 |
| HIGHWAY CROSSING WARNING | 3 |
| LAMPS | 4 |
| LOCKS | |
| Electric Switch Locks | 5 |
| Spring Switch Locks | 5 |
| POWER SUPPLIES, for cTc | 5 |
| RECTIFIERS | 5 |
| RELAYS | |
| Neutral | 6 |
| Biased-Neutral | 6 |
| Magnetic-Stick | 6 |
| Code-Responsive | 6 |
| Code-Transmitter | 6 |
| Switch-Overload | 6 |
| Timing, Motor-Operated and Thermal | 6 |
| Vane | 6 |
| Polar-Biased | 6 |
| RETARDERS AND CONTACTOR PANELS | |
| SIGNALS | |
| Color-Light High and Dwarf | |
| Highway Crossing | |
| Searchlight | |
| SWITCH CIRCUIT CONTROLLERS | |
| SWITCH MACHINES, ELECTRIC | |
| Mainline | |
| Yards | |
| Hand-Operated | |
| Generail™ Remote Control | |
| SWITCH & PIPELINE FITTINGS | |
| SYSTEMS | |
| Frequency Shift Overlay Track Circuits | |
| Type F2 Carrier System | |
| Wheel Thermo Scanner Unit | |
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# Ralph Markle, N&W, is active

Brother Markle makes periodic checks of the Servo hotbox detector equipment located at Glenvar, VA.

A "cheery" hello and a friendly grin are a hallmark of Ralph E. Markle, signal maintainer for the Norfolk & Western. Brother Markle, a member of Goodwin Lodge 77, is headquartered at Elliston, VA, a few miles west of Roanoke. Recently, TSJ visited Brother Markle and observed him at work and with his fellow N&W'ers. It was obvious that Markle likes people. He has a kind word, maybe a humorous remark, and always leaves 'em smiling. This is not to say, he can't be serious or sometimes angry if the situation warrants, but Markle always leaves you with the feeling it was nice to meet him.

"I like to do things for other people," he says, and it shows in his warm way of meeting people. His relationship with track and operating people on the N&W is one of friendly cooperation and respect. "They are my good friends and it's right that we work together," Markle says. Getting along with people and helping them is not only rewarding in itself for Markle, but it makes life more interesting and enjoyable.

Markle has an outlook or philosophy of a signal maintainer's way of doing things. "A maintainer should be able to do mechanical and electrical work, maybe design a circuit if the situation requires it. The composite mechanic idea often espoused by signalmen is right on the mark," he says. Also, he makes the point: "Do it right the first time."

Another Markle maxim concerning the philosophy of a good signal maintainer: "Do what is needed, do it all without asking for help." Admittedly, there are two-man

When he is at the hotbox detector location, Brother Markle also checks the broken wheel and dragging equipment detectors.

# union man, good signalman

jobs and Brother Markle does not hesitate to ask for help when he needs it, such as night calls to repair broken crossing signals or gate arms. But he does stand by the adage of doing all one can without help.

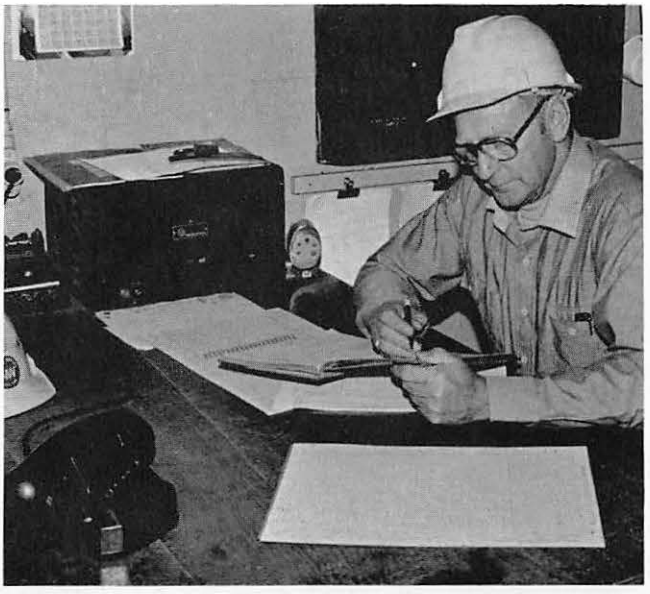
Speaking of work, Markle's workday is from 7:30 am to 3:30 pm with a half-hour for lunch. His territory consists of 24 miles of double-track centralized traffic control with coded track circuits and position-light signals. His headquarters at Elliston is about in the middle of the territory that runs from Salem (his home) west to Christiansburg. This Radford division N&W line winds through rolling country with many cuts. He has 47 slide fence circuit breakers to look after. Also, he inspects, maintains and tests 13 power switches (electro-pneumatic type), 11 electric locks, 12 hand-throw switches with switch circuit controllers, and 9 rail-highway grade crossings of which 8 are equipped with automatic gates. Also, at Glenvar, VA, Brother Markle maintains and inspects an inspection station that consists of hotbox, broken wheel and dragging equipment detectors on each of two main tracks.

Traffic in Markle's territory is about 30 trains daily. When coal traffic is heavy, the number of trains increases due to N&W's policy of running empties westbound on the N&W and loads eastbound on the former Virginian to Norfolk coal piers.

Brother Markle has certain times set aside for specific jobs in his inspection and maintenance routine. For example, he will check batteries on one day. Another time, he will check track circuits, and other times will be devoted to signals, switch machines, etc. Also, he has a routine for making his FRA signal RS&I tests and inspections. "Keeping the territory in good shape" is a policy that Markle believes in firmly. "When your territory is in good condition," he says, "the occasional storm or derailment will not throw you into a panic." A considerable amount of his overtime is spent in repairing gates struck by motorists at rail-highway grade crossings. Also, sleet storms have sometimes made it necessary for him to go on overtime to get code lines or signal control circuits back into service.

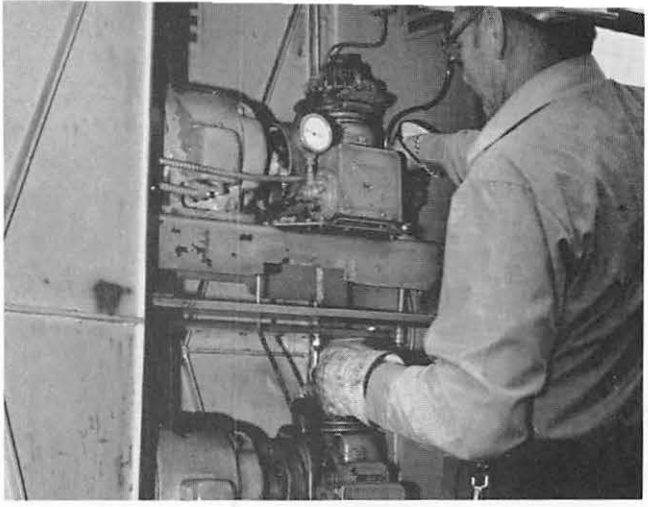
Willingness to help others naturally extends into union work. Brother Markle joined the Brotherhood of Railroad Signalmen in 1939. He has been active in Goodwin Lodge 77 affairs, becoming local chairman in 1964 and holding that position ever since. In 1973, Brother Markle was elected chief signalman of Local 77 and re-elected in 1976. Since the Brotherhood Constitution changes of August 1976, Brother Markle has been local president of

At his Elliston, VA headquarters, Markle looks over his stock of spares including various types of relays.

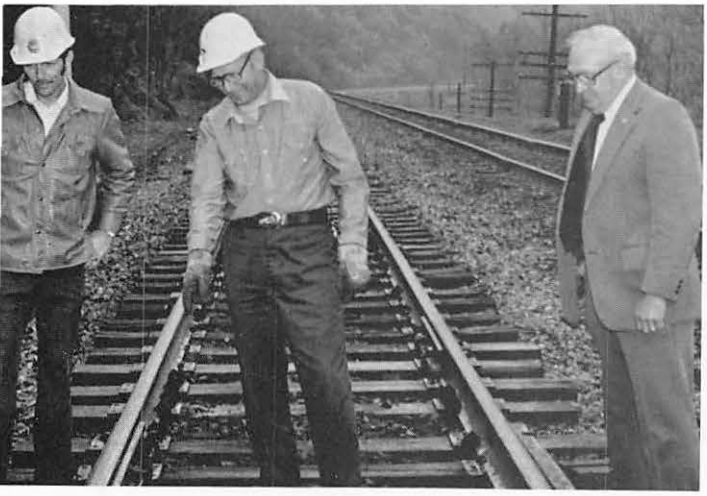


Time sheets, material requisitions and FRA signal RS&I test results are just a few of the reports and paperwork Markle handles.

Markle and Lynn Alderman, assistant signal supervisor, check over an electro-pneumatic switch machine.



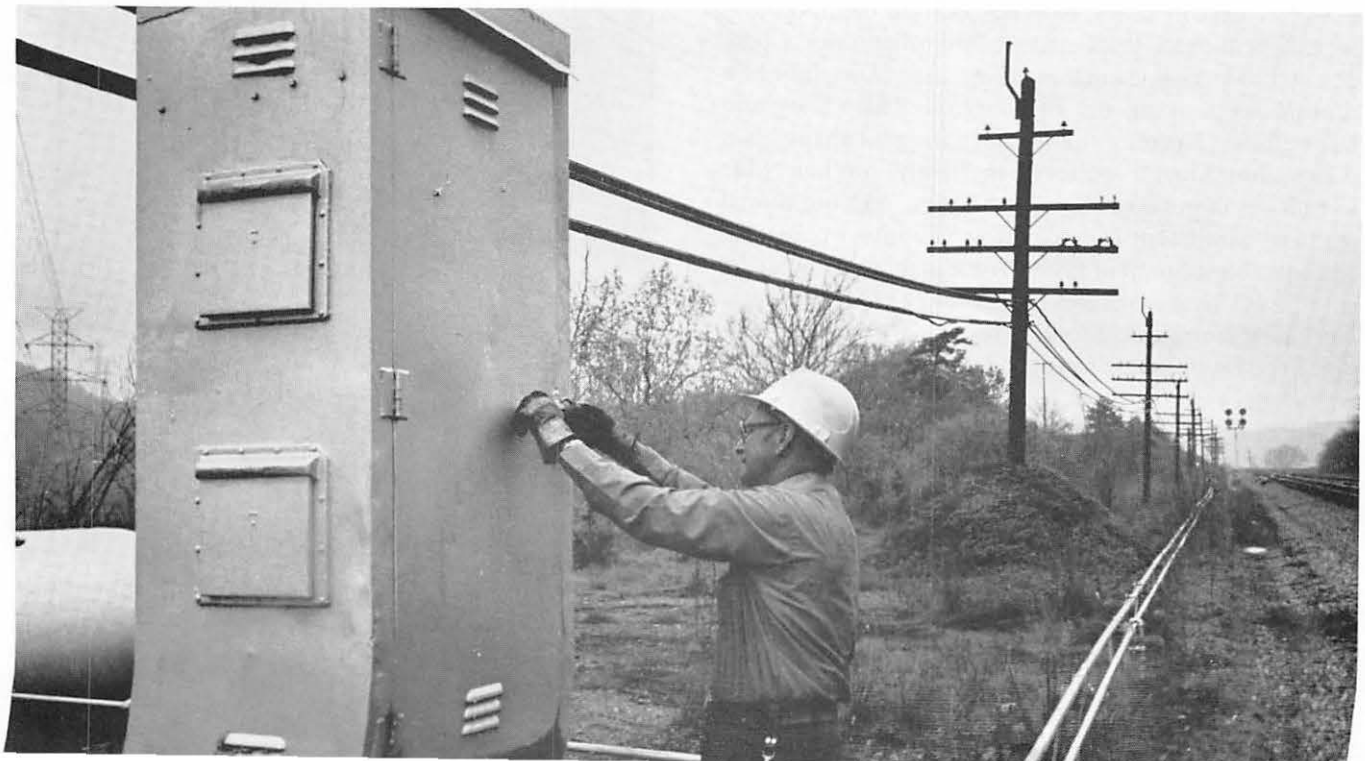
Brother Markle periodically checks the dual air compressors that feed ep switch movements on the mainline.



Lynn Alderman (left), Markle (center) and V. Joseph Sartini, N&W general chairman, inspect switch layout.

On a weekly basis, Brother Markle inspects and tests automatic warning devices at highway grade crossings.

Air compressor housing is at a crossover layout on N&W mainline in Salem-Christiansburg, VA area.



Alderman and Markle look at circuit plans in bungalow at power crossover location on mainline.

Signal maintainer Markle with meter may be a standard action scene, but it is a most important function.

Lodge 77. In 1970, he was elected assistant general chairman of the N&W general committee. Also, he has been a delegate at the last three Brotherhood conventions. Brother Markle estimates that he spends about one hour daily on union work and often devotes Saturday mornings to writing claims.

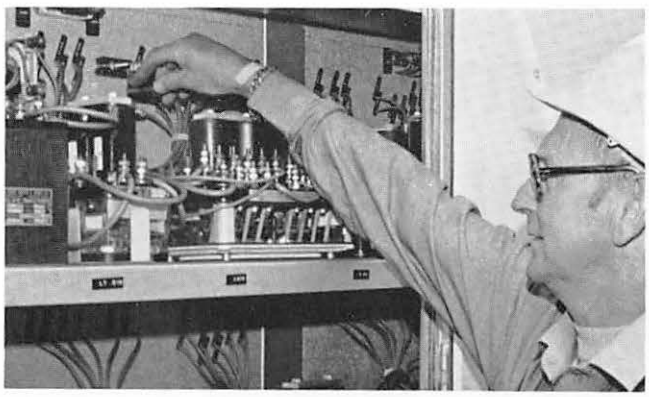
Approaching 62 this August, Brother Markle reflected on his life recently and said he had "learned the hard way," but that it certainly had been a worthwhile experience. He recalled that he started in the N&W's signal department in 1936, but was furloughed later in the year. During '37 and '38, Brother Markle lived with his brother Curtis in Bluefield, WV. He attended Bluefield Business College during the day and drove a taxi from 4 pm to midnight to help earn money for his schooling.

In 1939, he returned to the N&W signal department as a signal helper in a construction gang. In April 1943, he became assistant division signal maintainer on the Radford division. In January 1947, he moved up to signal maintainer. And he has been the signal maintainer ever since—some 31 years on the same territory. This may well account for the fact that he knows everyone around the Salem-Christiansburg area, and he is well known too.

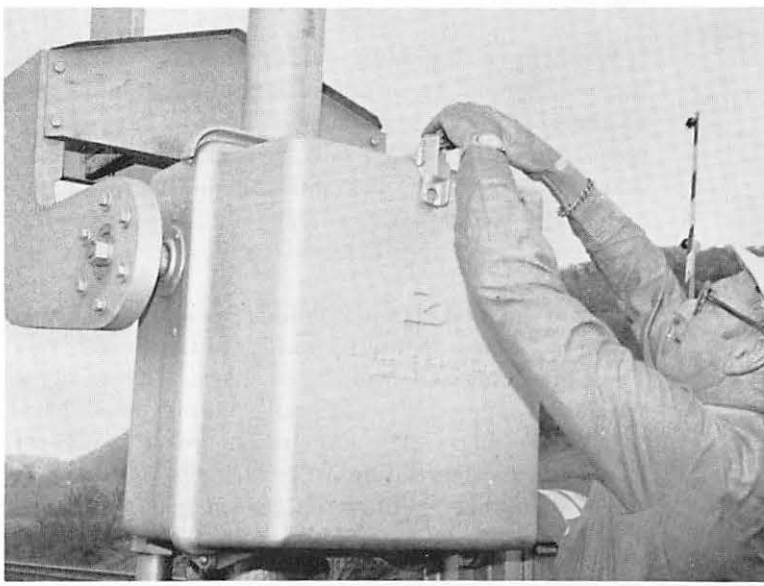
After over 39 years of married life with his wife Vera, Brother Markle says he is considering retiring. The decision is his to make, comments Vera Markle. Retirement would give Brother Markle more time to spend with his son Larry, daughters Betty Holbrook, Patricia Altizer, and eight grandchildren.

Because of the abundance of game and fish in this southwestern part of Virginia where he lives, Brother Markle is an accomplished hunter and fisherman. When time permits, he golfs and bowls. Also, he is a reflective man, and on occasion, will just "take off and walk up in the mountains to get away from it all. These walks," he says, "give me a chance to enjoy nature and just think for a while, completely undisturbed. It's a chance to relax and reflect. That's one advantage of working and living in the country."

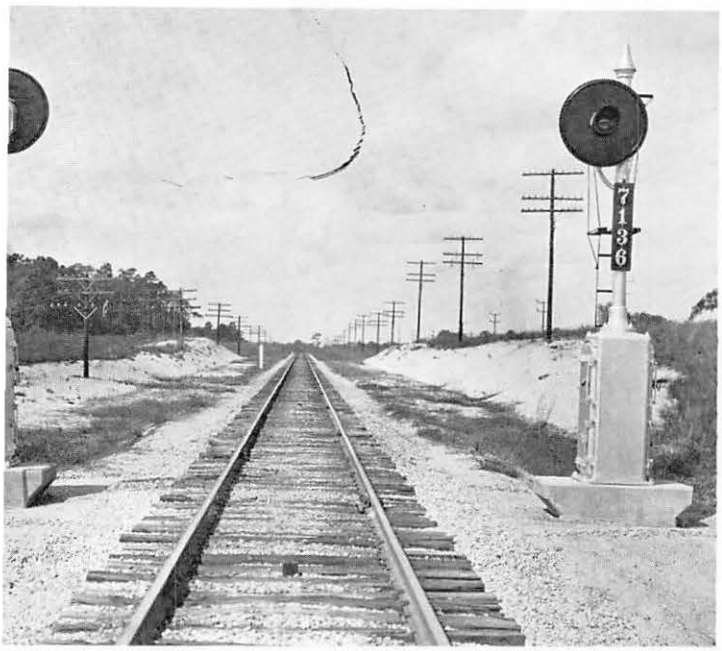
As might be expected from this active, friendly man, Brother Markle is a member of the Moose Lodge and a vice president in the local Isaac Walton League chapter.



Brother Markle inspects equipment in relay housing at one of his rail-highway grade crossing locations.



Crossing gate mechanism is periodically inspected as well as minor adjustments made by Brother Markle.




# Signals are vital to safety

*On April 4, the National Transportation Safety Board concluded a three-day hearing on railroad derailments. Among those providing written comments on the subject was President R. T. Bates of the Brotherhood of Railroad Signalmen. Below is an abstract of his comments:*

We believe that most derailments are caused by roadway conditions, or defective equipment and could be prevented. This is particularly true of those derailments caused by broken rails, broken or loose wheels, dragging equipment, rock slides, high water, and the majority of journal/axle failures. The foregoing conditions can be reliably detected by devices which are available today.

One of the most common failures, as well as probably the most hazardous to rail traffic, is the broken rail. There are numerous instances of record wherein signal systems have detected broken rails and prevented disasterous derailments. The most recent being the 98-car Burlington Northern train at Denver, CO on March 7, 1978, when the signal system detected a failure and displayed a stop aspect to the train. The component failure was a broken rail. Rails are an integral part of the signal system wherein track circuits are utilized that are capable of detecting both track rail integrity and track rail occupancy. Any unsafe condition detected is relayed through signal aspects governing the movement authority of trains.

Similarly, other unsafe operating conditions can be detected by devices designed for the purpose, and utilized to control the movement authority of trains, either through the signal system or communicated directly to the train crew.

We believe it is not only reasonable, but logical to assume that the tragic derailment at Youngstown, FL even though alleged to have been caused by sabotage, might have been avoided had the trackage involved been equipped with a signal system. In addition to prying the rails apart, the guilty party would have needed to provide a path for circuit continuity, otherwise the separation would have been detected by the signal system and a stop aspect displayed to the train in advance of the sabotage.

These detection devices have proven to be economically feasible. American railroads are notorious for their unusually lopsided cost versus benefit criteria, before commiting the expenditure of funds for safety related facilities. However, it is a matter of fact that they have spent, and continue to spend, millions to install many types of detection systems.

We do not accept the price tags that most carriers affix to safety improvements and repairs to their physical plant. Neither do we accept the figures the carriers use to manipulate the Interstate Commerce Commission and the Department of Transportation. A prime example of this is the cost figures used to support the removal of entire signal systems from trackage under the guise that the maintenance costs savings are critical to the very survival of the railroad. Nothing could be any further from the truth in most cases. The maintenance costs estimates to support removal are ballooned beyond reason and their representation of actual costs are ridiculous. Little or no consideration is given to the traffic mix, (passenger or freight) the commodities carried, (hazardous or not) and in most instances, to potential increases in future traffic. Often the decisions are made by individuals who appear to have little knowledge of the railroad industry, particularly with respect to the advantages of signal systems to expedite traffic in a safe and efficient manner.

We suggest that consideration should be given to the possibility of restricting hazardous material transportation to specifically designated railroad routes, with such routes to be equipped with signal systems, and other detection devices to assure not only the safety of railroad employes, but the populace in the immediate route area.

All grade crossings should be equipped with automatic gates on these routes. Such would provide an added measure of safety, for there are also many derailments of record resulting from grade crossing accidents.

We also suggest that consideration be given to restricting trucks containing hazardous materials to certain specified grade crossings or grade separations, thereby reducing potentially dangerous conditions.

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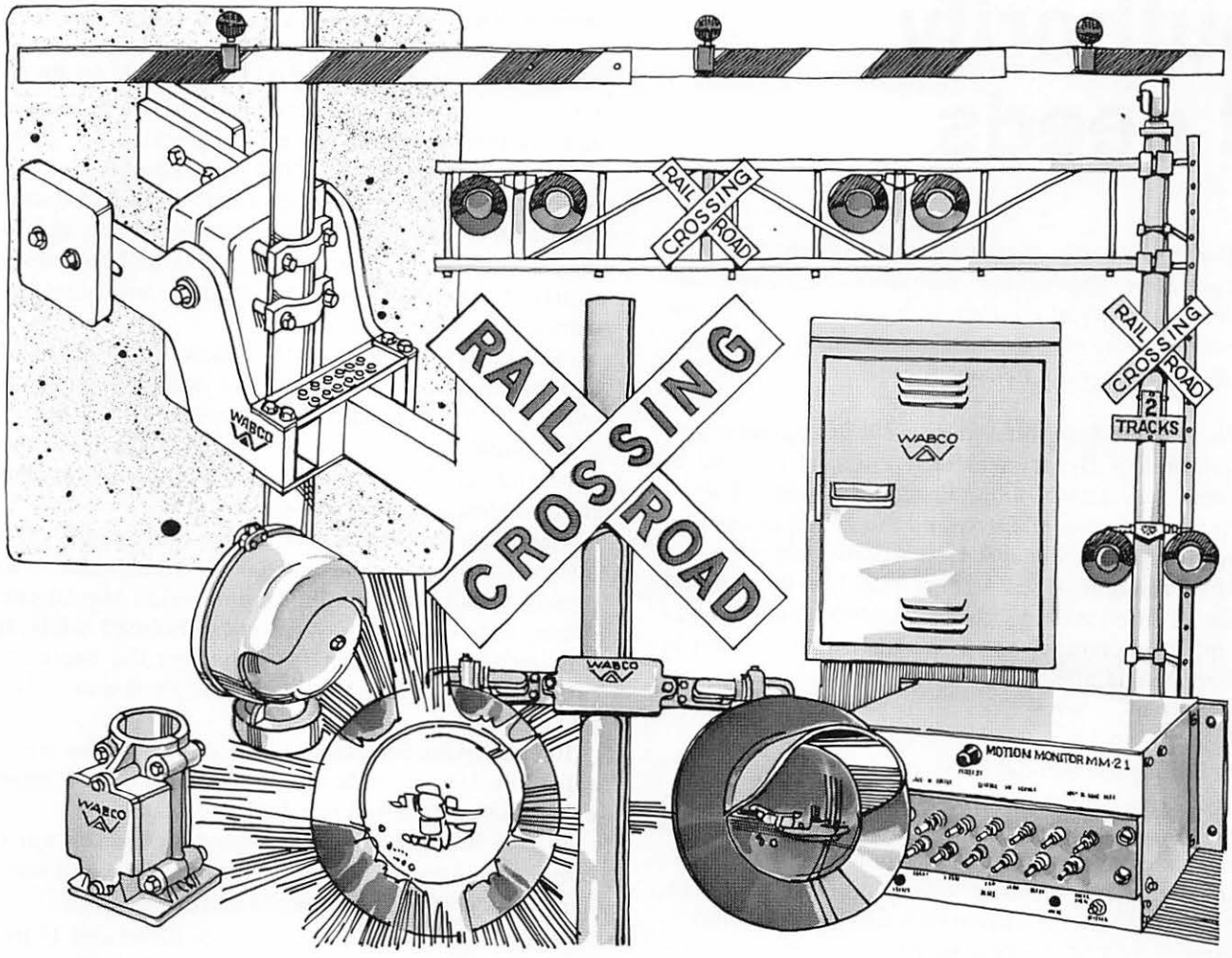


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WUH-7801

# Safety Act gives FRA authority it needs

*At a symposium in Washington, DC, Joseph W. Walsh, vice president, Brotherhood of Railroad Signalmen, discussed the impact of the Rail Safety Act of 1970 on the Brotherhood and what is needed to make the Act workable. An abstract of his talk follows:*

We were most enthused when in 1967 Congress saw fit to establish a Department of Transportation and to transfer from the ICC to the Federal Railroad Administration, the Bureau of Safety and the 27 inspectors who were identified as Signal & Train Control Inspectors.

The President, when signing into law the Federal Railroad Safety Act on October 16, 1970, stated this was the most comprehensive step ever taken in this country to protect people affected by rail service—obviously, not too many more steps were taken between October 16, 1970 and March 31, 1978.

Following the signing the Secretary of Transportation stated: "For the first time the Federal government has the authority to move directly and swiftly to prevent accidents or to take corrective action if they occur. In addition to the problems of moving hazardous materials, the Department of Transportation will be able to make a determined effort to eliminate grade crossing accidents which took the lives of more than 1,500 people last year."

The Act gave the Secretary of Transportation broad, clear-cut authority to set up and police standards for a safe operation. The Act also empowered him to control shipment of hazardous materials, authority over rail-highway grade crossings and railroad right-of-ways, and the establishment of a central reporting system for hazardous materials accidents to provide technical data and advice to communities and carriers to meet any emergencies.

Rail labor feels the Secretary of Transportation has had sufficient time and latitude to exercise his general legislative authority over the entire broad range of railroad safety-related activities.

The FRA adopted the rules, standards and instructions for railroad signal systems that had been in existence since the 1930's and we had every reason to believe we could now have better enforcement of these standards.

It is most interesting to note there were 27 inspectors back in the 30's and 40's and even today there is the same number even though Congress has seen fit to amend the 1970 Safety Act to provide for 45 Signal & Train Control Inspectors.

Consideration should be given to the fact that every railroad in the United States has had a large increase in signal installations and apparatus.

This large increase in railroad signal apparatus has more than tripled the Signal & Train Control Inspectors' workload and responsibilities. Even with the increased workload on March 1, 1978 there were only 20 S&TC Inspectors and 8 S&TC Safety Specialists on board and assigned throughout the five FRA regions.

Congress declared the 1970 Railroad Safety Act was passed to promote safety in all areas of railroad operations and to reduce railroad-related accidents, and to reduce deaths and injuries to persons and to reduce damage to property caused by accidents involving any carrier of hazardous materials.

Preliminary figures in 1977 show an increase of approximately 20% in all railroad accidents/incidents over 1975. Train accidents, both collisions and derailments, total 10,220 for 1977, up 27% over 1975 and approximately 77% of the 1977 train accidents resulted from bad track and/or equipment.

The 1970 Railroad Safety Act, as our organization interprets it, requires the Secretary of Transportation to prescribe, as necessary, appropriate rules, regulations, orders, and standards for all areas of railroad safety. It was intended in the Act that whatever the Secretary prescribed would supplement existing provisions of law and regulations.

It required the Secretary to issue initial railroad safety rules, regulations, orders and standards based upon existing safety data and standards.

It gave him the power to amend, revoke or waive compliance with existing railroad safety rules and standards after conducting proper hearings.

In 1968 there were 146 employees killed and 17,993 injured in railroad operations. Contributing factors to the employee casualty rate according to the FRA include inadequate training program, human error, equipment defects, poor housekeeping, and noncompliance with safety and operating rules.

The Safety Act also provided emergency powers governing unsafe conditions in emergency situations.

It gives the Secretary the authority to issue orders prohibiting the further use of facilities or equipment that he has determined unsafe until the unsafe condition is corrected.

He is authorized to issue these emergency powers without a hearing procedure when the emergency situation threatens persons with death or injury.

Our organization never experienced a Secretary using these emergency powers until the present FRA Administrator, John M. Sullivan, issued orders to the Illinois Central Gulf to cease operations on a 130-mile line in Missouri on Dec. 8, 1977.

The order was issued because that railroad had ig-

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# The no-contest stand-by system.

nored control of vegetation that had grown so high it became entangled in the signal control wires and caused several false-proceed aspects. The FRA had warned the ICG about the vegetation problem as early as Sept. 14, 1976 but the ICG responded with inadequate measures which left untouched many serious situations, stated the FRA in executive order No. 6.

Between June 1977 and Dec. 5, 1977 at least six false proceed conditions were caused by vegetative growth. However, it was not until the Administration issued Emergency Order No. 6 restricting certain ICG operations that the railroad made any real effort to clear the signal lines.

In December 1977, after the order was issued, the ICG did not take the matter lightly, they went into Federal Court in Chicago and obtained a restraining order to last for seven days which was the time needed to clear the lines.

Section 204 of the "70" Act made reference to grade crossing and railroad right-of-way. This section required the Secretary to conduct a comprehensive study of the problem of eliminating and protecting railroad grade crossings including measures to protect pedestrians in densely populated areas along the railroad right-of-way.

The Act required this study be submitted by the Secretary to the President for transmittal to Congress, within one year after the date of the Act. He was also required to undertake a coordinated effort toward solving the rail-highway grade crossing problem.

Some two years ago a committee comprised of members of our organization and members of the C&S Section of the AAR drafted rules, standards and instructions covering the installation, inspection, maintenance and repair of rail-highway grade crossing warning devices and submitted them to the Federal Railroad Administrator with a request that he promulgate rules under the "70" Act that would help fulfill the Secretary's obligation under Section 204 of that Act.

I am sorry to report that as of today nothing has happened regarding these rules. I must be honest in reporting these rules were presented to the previous Administrator and our organization is hopeful the new Secretary or Administrator will take action.

Congress also passed legislation in 1907 covering the number of hours a person engaged in train operation could remain on duty. This Act was passed because Congress realized those employees engaged in train operation became unsafe after being allowed or required to remain on duty for long periods of time. Congress recently saw fit to amend the Hours of Service Act and to extend its coverage to those people who are engaged in the installation, maintenance and inspection of railroad signal systems. They assigned the jurisdiction of enforcing these requirements to the FRA. It is sad to report today that railroad supervision required to regulate the hours their C&S employees work either have no knowledge of this law or totally ignore it.

Railroad work is one of the most hazardous professions in the country and, therefore, Congress amended the legislation so as to restrict a person whose work covers train operations to a 10-hour day. Yet over the past weekend I have been informed of instances where people were allowed or required to work extended periods of over 24 hours without rest. The FRA is assigned the jurisdiction of enforcing the provisions of the Hours of Service Act.

The National Transportation Safety Board was established to investigate accidents in the transportation industry and then make recommendations as a result of their findings. These investigations of several railroad accidents have resulted in several very worthwhile recommendations to the FRA. I was a member of the FRA Advisory Committee on Operating Rules and several of the problems this committee studied were results of NTSB recommendations. I am sure none of the problems would have been studied nor an advisory committee even appointed if the NTSB had not investigated several train accidents and written several reports and made recommendations based on their findings. I propose the FRA pay more attention to NTSB reports and recommendations.

We now have in the 1970 Act what we feel are opportunities for the FRA to adopt rules and also to send their inspectors into the field with instructions to see that the rules are completely enforced.

The majority of the FRA Office of Safety personnel are dedicated government employees who want to do a proper job. They must receive assurance they will be backed by all DOT officials. They also need guidance and motivation on how to properly fulfill their duties.

We have heard that the new policy within the FRA would implement a uniform policy of safety enforcement to all carriers regardless of financial condition. We certainly welcome this and think it is long overdue.

We have also heard talk that the FRA would propose regulations that would improve the soundness and clarity of existing standards and the elimination of unnecessary or unduly burdensome regulations. We agree with this concept, however, we caution the FRA just because a rule has not been enforced for the last 10 years this doesn't mean it is a burdensome regulation and is unnecessary. It could mean that somebody has not been doing his job.

Our organization feels the 1970 Railroad Safety Act is very good legislation that gives the Secretary of Transportation and the Federal Railroad Administration all of the authority they need to enforce railroad safety. We only need people who will exercise the authority they have. We hope and pray this Administration will act, we have seen some signs that are encouraging and hope this action continues.

We will support the DOT and FRA when they are right or trying to do their job, however, I assure you rail labor will be the first to tell the DOT and FRA when we feel they are wrong or not doing their job.

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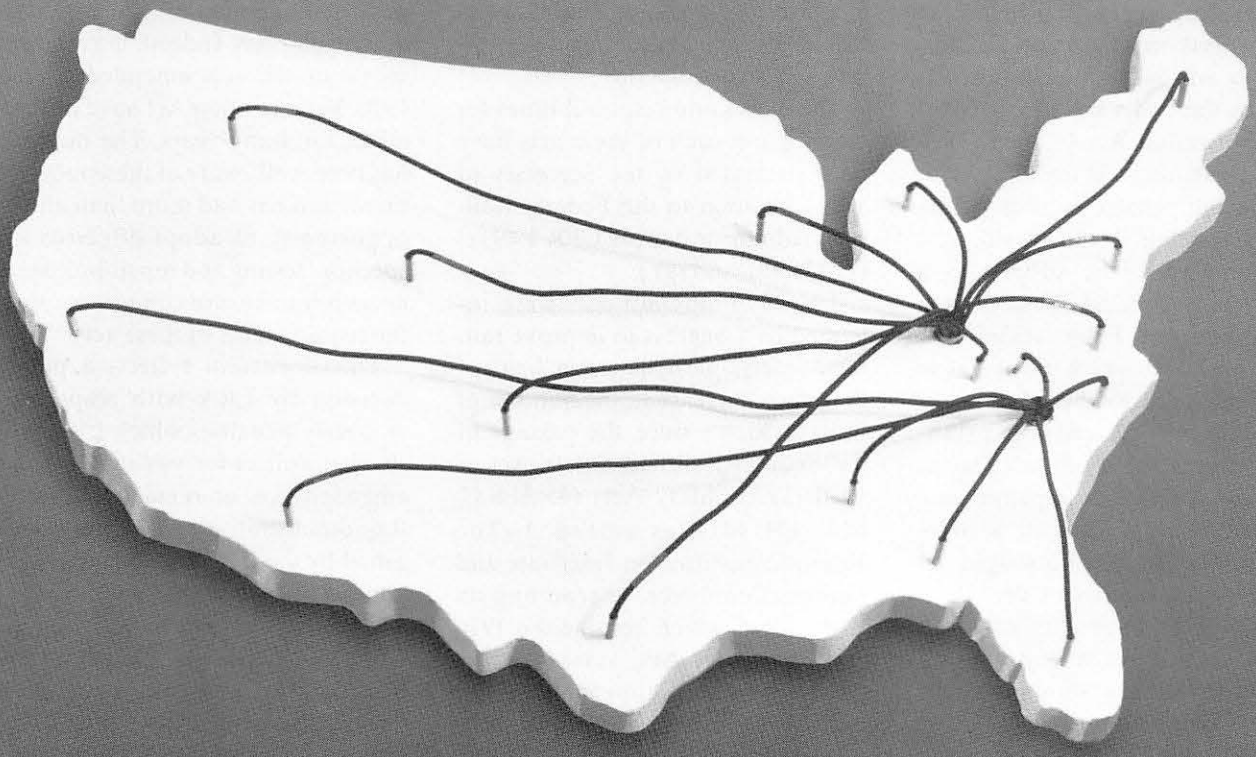

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# FRA changes some rules

In line with amendments to railroad safety statutes as provided by the Federal Railroad Safety Authorization Act of 1976, the Federal Railroad Administration has made some changes in its rules and regulations concerning enforcement procedures and reporting requirements. The following is abstracted from the Federal Register.

SUMMARY: This rule provides a statement of agency policy for the implementation of certain amendments to railroad safety statutes effected by the Federal Railroad Safety Authorization Act of 1976 (1976 Authorization Act). That Act changed the penalty sections of the Signal Inspection Act to provide that violations would be subject to a penalty between $250 and $2,500. In this document FRA states the specific penalties which it will seek to collect pursuant to the administrative collection procedures established under the Federal Claims Collection Act and the implementing regulations. Penalties of $1,000, $2,000 or $2,500 will be sought according to the severity of the claim. In addition to the penalty schedule, this rule includes a conforming amendment to the signal systems reporting requirements.

EFFECTIVE DATE: Since the 1976 Authorization Act became effective on July 8, 1976, and violators of the acts amended by the 1976 Authorization Act have been subject to the increased penalty sanctions since that date, FRA will seek to impose penalties in the amounts specified in this document for all violations of those acts which occurred on or after July 8, 1976.

SUPPLEMENTARY INFORMATION: On July 8, 1976, the Federal Railroad Safety Authorization Act of 1976 (1976 Authorization Act) (Pub. L. 94-348, 90 Stat. 817 et seq.) was signed into law. Among other matters, the 1976 Authorization Act increased significantly the penalties applicable to three railroad safety statutes administered and enforced by the Federal Railroad Administration (FRA). The 1976 Authorization Act amendments were as follows:

(4) Section 25(h) of the Interstate Commerce Act (49 U.S.C. 26(h) ), commonly referred to as the Signal Inspection Act, was amended by striking out "$100 for each violation" and inserting in lieu thereof "not less than $250 and not more than $2,500" for each such violation.

The duties and responsibilities for carrying out each of these acts have been delegated by the Secretary of Transportation to the Federal Railroad Administrator (49 CFR 1.49 (c) (1), (3), (5), and (g) ).

The 1976 amendments were intended by Congress to improve railroad safety, particularly in light of the yearly increase in the number of train accidents since the passage of the Federal Railroad Safety Act of 1970 (1970 Safety Act) (45 U.S.C. 421, 431-441), as amended. The House Committee on Interstate and Foreign Commerce, in reporting on H.R. 11804, which became the 1976 Authorization Act, stated that it "* * * remains hopeful that the railroad industry will become convinced that railroad safety is cost beneficial * * * " (H.R. Rep. No. 94-1166, 94th Cong., 2d Sess. § 9 (1976) ). Through these amendments Congress increased penalties under some of the older railroad statutes, making them identical in amount with penalties under section 209 of the 1970 Safety Act.

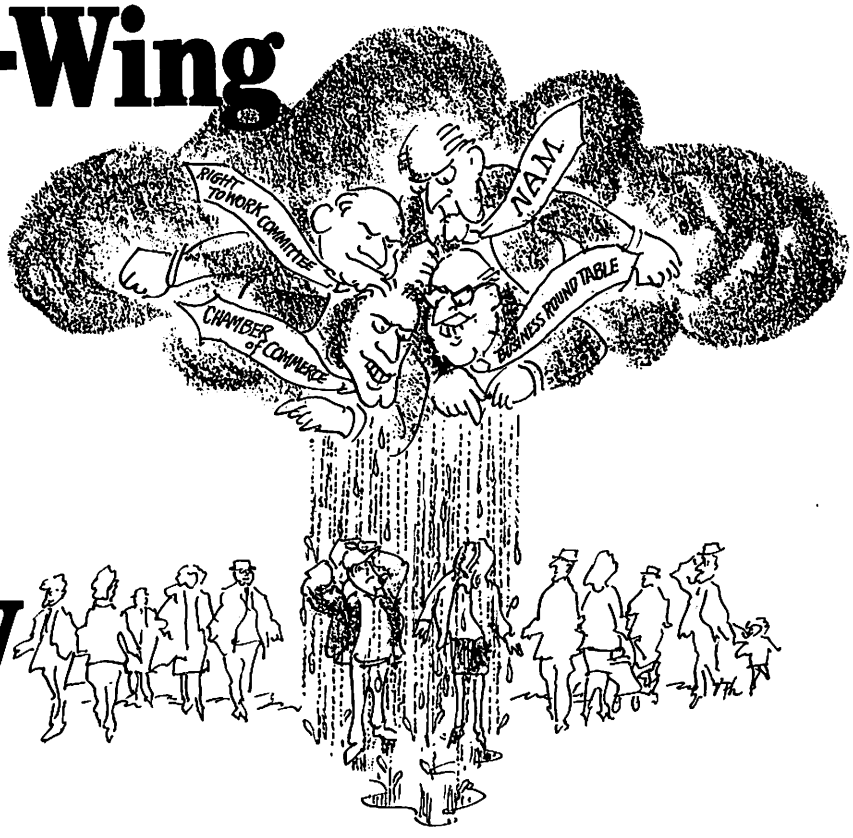
FRA shares the concern expressed by Congress about the annual increase in the number of train accidents. The agency is particularly troubled because of the increased numbers of violations of all railroad safety requirements which are being discovered by FRA and participating State field inspectors. The agency has handled more claims and collected more monetary settlements in the past fiscal year than at any other time in the agency's existence. Regrettably, however, these increased activities by FRA have not been met with a corresponding decrease in the number of train accidents. While FRA is well aware of the financial conditions which face the nation's railroads, FRA cannot evade the clear direction of Congress to vigorously enforce the rail safety statutes and regulations. Indeed, the requirements of the acts amended by the 1976 Authorization Act have been in effect for many years. The industry has been well aware of these requirements and has had more than ample opportunity to adopt effective inspection, testing and repair programs necessary to ensure compliance with the requirements of these acts.

This document reflects a policy decision by FRA with respect to monetary penalties which FRA will strive to collect for violations of the amended acts or regulations under the administrative procedures established by the Federal Claims Collection Act (FCCA) (31 U.S.C. 951-953) and the implementing regulations (4 CFR Parts 101-105). The Federal Railroad Administrator has been delegated all functions, powers and duties under the FCAA with respect to claims arising out of the activities of, or referred to, FRA 49 CFR 89.1.

This document is being published to provide notice to those railroads subject to the provisions of the above-described acts of the specific penalty amount which FRA will strive to collect from any railroad for violating the provisions of the previously named laws and those regulations adopted thereunder. In making this determination, FRA has carefully considered the seriousness of noncompliance by a railroad with the provisions of these acts or regulations.

Pursuant to that review and utilizing the agency's expertise in admin-

# The Right-Wing Wages a 'Blitz' Against Labor Law Reform




As the Labor Law Reform bill, S. 2467, moves toward debate on the floor of the U.S. Senate, right-wing and business groups are waging a massive nation-wide attack against it—an attack that can only be described as a "blitzkrieg."

In Washington, the bill's major opponents—led by the U.S. Chamber of Commerce, the National Association of Manufacturers, and the more exclusive and quietly effective Business Round Table—are swamping the media and the halls of Congress with strident, misleading, and often slanderous propaganda.

Around the nation, right-wing forces—led by the National Right to Work Committee—are spreading their message through a massive advertising campaign. This is puzzling since labor law reform should really be none of the Right-to-Work Committee's business—after all, there isn't a single provision in it that pertains to union security.

As the right-wing campaign grows bolder and larger, the supporters of labor law reform—the labor movement, plus scores of national organizations, public officials and distinguished Americans—are trying to restore a rational perspective on Labor Law Reform.

Supporters of the bill have tried to duplicate in the Senate the methods that worked so effectively in the House last fall: to educate each member of the Senate regarding the substance and importance of the bill, and to educate the public as well.

As part of this public education effort, an advertisement—headed "Some of Your Best Friends Guilty of Violating the Labor Law?" and highlighting the activities of J. P. Stevens Co. has been turned down for publication for the third and final time by the *U.S.News and World Report*, despite sincere efforts to meet the magazine's requirements. Evidently, however, the truth just hurts too much.

While some publications, such as *U.S.News*, have not made the job of education any easier, others have taken up labor's call for a calm and painstaking examination of the merits of S. 2467.

**Surprise!**

In a pleasant surprise, *Business Week* magazine in a recent editorial entitled "A Pointless Shoot-out," called for an end to the "holy war" over labor law reform and the beginning of a reasoned study of it.

Referring to a semi-hysterical letter in which the Sears Roebuck Co. told its retirees the bill would "push our country down the road to a labor- and government-controlled economy," the *Business Week* editorial went on to highlight the bill's major provisions—technical provisions which are simply not the stuff of which "holy wars" are waged.

Our advice, then, to the right wing is to stop "blowing in the wind" and let the members of the U.S. Senate and the public come to their own reasoned conclusions on this labor law reform bill. Too much is at stake to do otherwise.

**If You Haven't Already . . .**

Write Now to Your Senators
Ask Them to Vote for S. 2467
*The Labor Law Reform Bill*

- Address your Senators:
  c/o U.S. Senate,
  Washington, D.C. 20510

istering and enforcing these acts, FRA will seek the maximum penalty of $2,500 in those instances where: (1) Death or serious injury results from noncompliance with the requirements of the amended acts or regulations, or (2) where noncompliance with the particular requirements of the acts has reached a level which indicates a serious lack of adequate safety procedures on behalf of a railroad, such as failure of a railroad to perform initial terminal air brake inspections fully and adequately. FRA will further seek a penalty of $2,000 in those instances where a particular violation is shown to result from the knowing and willful failure of the railroad, its officers or agents to comply with the requirements of these acts. For all other violations FRA will seek a penalty of $1,000.

All penalties will be sought under procedures established by the FCAA and the implementing regulations. The informal settlement procedures followed by FRA in previous actions involving collection of civil penalties will be utilized in attempting to settle such claims. In no event, however, will a claim under the amended acts be compromised for less than $250, in accordance with section 3(c) of the 1976 Authorization Act.

FRA will continuously monitor the effect of such penalties on railroad safety and will revise them as needed to promote compliance with these railroad safety statutes and regulations.

Finally, FRA is also issuing an amendment to 49 CFR 233.11 to bring that section into conformity with the amendment to the penalty section of the Signal Inspection Act contained in the 1976 Authorization Act. Since this regulatory amendment is merely conforming in nature and does not impose any additional burden on any person, notice and public proceeding upon it are not required.

In consideration of the foregoing, Chapter II of 49 CFR is amended as follows:

(a) Part 209 is amended by adding a new Appendix A to the Part as follows:

Appendix A—Civil Penalty, Statement Agency Policy

In seeking to collect claims due the United States arising out of alleged violations of the Safety Appliance Acts (45 U.S.C. 1-16, as amended), the Locomotive Inspection Act (45 U.S.C. 22-34, as amended) and the Signal Inspection Act (49 U.S.C. 26) and utilizing the procedures established by the Federal Claims Collection Act (31 U.S.C. 951-953) and the implementing regulations (4 CFR Parts 101-105), the Federal Railroad Administration (FRA) will follow these guidelines:

(1) For violations of the above-described acts which result in death or serious injury, or where violations have reached a level indicating a serious lack of adequate safety procedures on behalf of a railroad, such as failure of a railroad to perform an initial terminal air brake inspection fully and adequately, the FRA will seek the imposition of the maximum penalty of $2,500.

(2) For violations of the above-described acts which result from the knowing and willful failure of a carrier, its officers or agents to comply with the requirements of those acts, the FRA will seek a penalty of $2,000.

(3) For all other violations of the above-described acts, the FRA will seek a penalty of $1,000.

(4) Each day a violation of the Signal Inspection Act continues is a separate offense.

(b) Section 233.11 of Part 233 is amended to read as follows:

**Section 233-11 Civil penalty.**

A carrier that fails or refuses to file reports as required by this part is liable to a civil penalty of not less than $250 and not more than $2,500 for each offense as prescribed by the Signal Inspection Act, 49 U.S.C. 26. Each day a failure or refusal continues is a separate offense.

# Feedback

*Editor's Note: We have received the following comments from James W. Johnson, director of personnel, Houston Belt & Terminal, and Texas Chairman, Operation Lifesaver.*

I just wanted you to know how much I enjoyed your story on Operation Lifesaver in the January/February 1978 Signalman's Journal. We need all the help and publicity we can get and articles like yours will get a great deal of positive mileage for our crossing safety cause.

Brotherhood of Railroad Signalmen members down here in Texas are among our most staunch supporters, making personal appeals to schools, civic groups, and members of the general public for opportunities to show Operation Lifesaver. Three Houston Belt & Terminal BofRS members were pictured in this month's issue of THE BELT, as I always like to give these gentlemen space whenever possible. They are true professionals and it would take a volume to outline all the assistance BofRS members have given me on Operation Lifesaver as well as numerous other projects.

## Help us to save you money

Every time the US Post Office returns a copy of The Signalman's Journal to this office because you have moved and have not notified us or the post office of your new address, we pay 25¢. Undelivered copies of TSJ are returned to us by the post office and they charge us 25¢ each. Also, if they make the change of address and notify us, they charge us 25¢ to tell us of a new address. We can't win unless you notify us when you move. That way, we'll save money and get copies of The Signalman's Journal to you at your correct address. As soon as you know you are going to move or have a new address, fill out the coupon in the magazine—usually in the department "From the Secretary-Treasurer's Office" and send it to us promptly. Many thanks for your help.

# Obituaries

**T. E. Agers,** retired signalman for the Missouri Pacific at St. Paul, MN died in January 1978. Brother Agers had over 50 years of service when he retired in December 1967. Brother Agers was a member of Missouri Lodge 72.

**William E. Baker,** signal maintainer at Waverly, TN for the Louisville & Nashville, died March 11, 1978 resulting from injuries received following the explosion of a tank car involved in a derailment at Waverly. Brother Baker was a member of Risedon Lodge 208.

**R. A. Burruss,** a signalman with the Chesapeake & Ohio at Richmond, VA died recently. Brother Burruss retired in 1969. He was a member of Richmond Lodge 148.

**Al F. Kohlberg,** retired signal maintainer for the Missouri Pacific at Kansas City, MO died in January 1978. Brother Kohlberg was a member of Missouri Lodge 72.

**Miner L. Larson,** retired signal maintainer for the Milwaukee Road at St. Paul, MN, died in November 1977. Brother Larson was a member of Minneapolis Lodge 220. He had completed 30 years of service when he retired in September of 1974.

**Harold G. Marcott,** retired signal maintainer for the Chicago & Eastern Illinois, died last year. Brother Marcott worked at St. Elmo, IL and when he retired in February 1967, he had 31 years of service with the C&EI. He was a member of Local Lodge 174.

**Harold Mills,** retired assistant signal maintainer for the former New York, New Haven & Hartford at Providence, RI, died April 12, 1978. Brother Mills retired in May 1971 after completing 46 years of service. He was a member of Pioneer Lodge 5.

**J. W. Mercer,** retired telegraph and signal maintainer for the former Pennsylvania at Petoskey, MI died recently. Brother Mercer had completed 36 years of service when he retired in 1951.

**R. E. Moore,** retired member of Givan Lodge 15, died recently. Brother Moore retired in January 1969 and was a resident of Sheldon, IL.

**John A. Rogers,** retired signal maintainer for the former New York, New Haven & Hartford at New Haven, CT, died January 24, 1978. At the time of his retirement in November 1968, Brother Rogers had completed 40 years of service with the New Haven. He was a member of Nutmeg Lodge 7.

**Ralph J. Shaw,** retired signal maintainer for the Missouri Pacific at Pleasanthill, MO died March 22, 1978. Brother Shaw had completed 41 years of service when he retired in December 1974. He was a member of Missouri Lodge 72.

**Frank L. Sipe,** retired signal inspector for the former Spokane, Portland & Seattle at Portland, OR, died recently. When he retired in September 1967, Brother Sipe had over 35 years of signal service with the SP&S and the Kansas City Terminal. He was a member of Vancouver Lodge 188.

**Walter E. Stratman,** retired signal engineer, Pacific Electric, died December 4, 1977. A native of Ellsworth County, KS, Brother Stratman was born February 29, 1896, and following service in World War I, he moved to California in 1923. He went to work in the signal department of the Pacific Electric and held various positions advancing to signal engineer, the position he held at the time of his retirement. He had completed 38 years of service when he retired in February 1961. Brother Stratman was active in Pacific Electric Lodge 100 having served as local chairman. Also, he was a delegate at two Brotherhood conventions: Chicago in 1936 and Toronto in 1938. He is survived by his wife Pearl of Laguna Hills, CA and a sister Tillie Janssen Holyrood of Kansas.

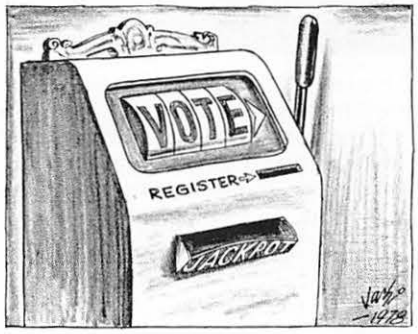
**Ross F. Van Eimeren,** retired signal maintainer for the Chicago & North Western in the Fond du Lac, WI area, died last year. He had completed 58 years of service with the railway when he retired in August 1966. Brother Van Eimeren was a member of J. C. Gerke Lodge 9.

**Heston G. Walck,** retired ctc maintainer for the Union Pacific at Los Angeles, CA died recently. Brother Walck completed 26 years of service when he retired in 1957.

**Paul H. Weidenhammer,** retired leading testman for the Reading Railroad at Reading, PA died last year. Brother Weidenhammer had completed 52 years of service when he retired in December 1970. He had been active in running Lodge 26 and had served as recording secretary.

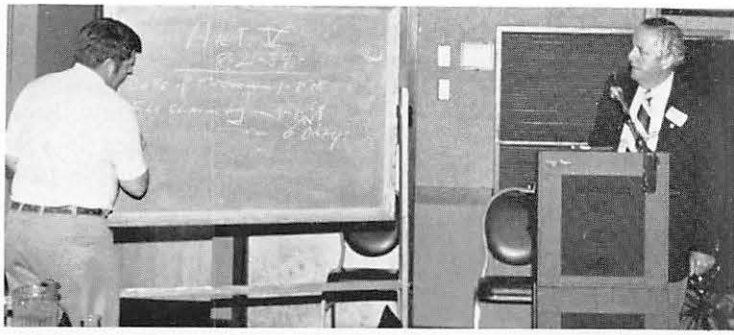
**William R. Wilson,** retired signal maintainer at Montgomery, AL for the Louisville & Nashville, died last year. He had over 42 years of service with the L&N when he retired in December 1965. Brother Wilson was a member of Local Lodge 137.

**Glen E. York,** retired member of Eureka Lodge 19 and a resident of Hermiston, OR, died recently. Brother York retired from the Union Pacific in March 1969.

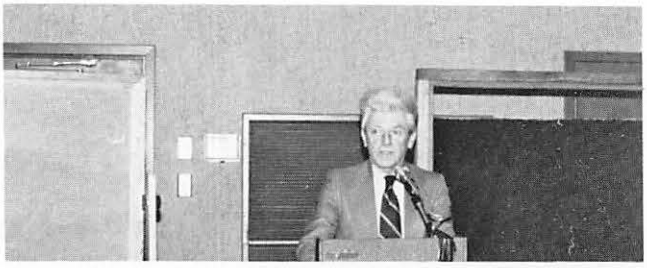



A sure thing, not a gamble.

President R. T. Bates makes a point in stressing the importance of these training sessions to help local and general committee officers do a better job. Thirty such officers attended this session in Atlanta in April.

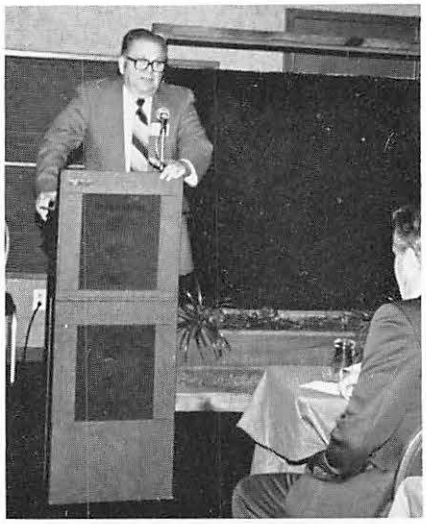


W. W. Lauer (left) BofRS grand lodge representative, assists M. B. "Pete" Frye who conducted a training session on handling claims and grievances as well as discussing the application to signalmen of national agreements and the Railway Labor Act.



Charles R. Meyrick, Atlanta regional director of railroad safety, Federal Railroad Administration, answered questions concerning the application of the Hours of Service Act to signalmen.

# Local officers go to school



Charles S. Chandler, BofRS, vice president, was chairman of the training session at Atlanta and handled the myriad of details from seeing that the meeting room was properly set up to introducing the speakers.

At a training session for local lodge and general committee officers, R. Thomas Bates, president, Brotherhood of Railroad Signalmen, stressed the importance of a team effort in the success of the Brotherhood for each and every member. The training sessions, such as the one held at Atlanta on April 14, are vital in helping local and general committee officers do a good job. Good, active local and general committees, Bates said, are a necessity. Also, he said that Grand Lodge wants feedback from the local chairmen on these training sessions, so if necessary, they can be improved to help everyone do a better job.

Secretary-Treasurer W. D. Best discussed the relationship of the local recording and financial secretaries with that of the Grand Lodge secretary-treasurer. Other topics discussed by Best included dues deduction, uniform enforcement of the union shop agreement, reports to be filed with Grand Lodge and with governmental agencies as required by the Labor-Management reporting act of 1959. Also, he pointed out that the Labor Management Services Administration of the Department of Labor has the right to check local lodge books at any time.

Grand Lodge Secretary-Treasurer W. D. Best discussed the BofRS constitutional requirements dealing with local recording and financial secretaries' duties and responsibilities.

Best reported that Grand Lodge will be obtaining a computer which will maintain membership data as

well as name and address files for those receiving Labor newspaper and The Signalman's Journal. A word processing system will be included in the computer capability. The total information processing system will enable the Brotherhood to be current with members addresses as well as establish better dialog with members. Best said the computer system should be delivered to Grand Lodge this fall and be fully operational by January, 1979.

M. B. "Pete" Frye, vice president, conducted a training session devoted to claim and grievance handling. He discussed the duty of fair representation, the various national agreements and the importance of the Railway Labor Act.

John E. Hansen, BofRS, director of research, discussed the Hours of Service Act and its impact on signalmen. He stressed the importance of keeping accurate time records of hours actually worked.

Charles R. Meyrick, director of railroad safety, region 2, Federal Railroad Administration, answered questions concerning Hours of Service and its application to signalmen.

Listening to the discussion and from questions asked, it was evident that this training session was productive for the 30 local and general committee officers who attended.

John E. Hansen, BofRS, director of research, discussed the importance for members to keep accurate records of time worked now that signalmen are under the Hours of Service Act.

Charles S. Chandler, BofRS vice president chaired the Atlanta regional meeting. Shown at the head table (from the left) are: M. B. "Pete" Frye, vice president; John E. Hansen, director of research; Chandler; R. Thomas Bates, president; and W. D. "Dink" Best, secretary-treasurer.

# Signalmen meet in Atlanta

About 100 people attended the April 15 regional meeting of the Brotherhood of Railroad Signalmen held in Atlanta, GA. C. S. Chandler, vice president, chaired the meeting. He introduced the general chairmen present and then introduced lead-off speaker, President R. T. Bates.

Bates discussed the national wage and fringe benefit negotiations. Some of the improvements sought include insurance coverage for a man between ages 60 and 65 if he has retired at age 60. He reported that 11 meetings were held between July 7, 1977 and January 18, 1978 between the unions and the carriers to discuss common issues. Also, two meetings were held to discuss the uncommon issues, such as items desired by the Signalmen. Since February 22, the Signalmen have been working with the National Mediation Board. (Since this April regional meeting, all railway unions have asked the NMB to handle the negotiations.). Bates expressed optimism that a good agreement would be reached, but indicated that progress was slow. Also, he briefly discussed safety and said that many of the accidents would not have occurred if the Federal Railroad Administration had enforced the safety regulations.

W. D. Best, secretary-treasurer, described the computer system that the Brotherhood will acquire in the fall and be operational by the first of 1979. He cited some of the advantages of the system: improving dialogue with members, providing more up-to-date data for use in wage and fringe benefit negotiations, and keeping mailing lists more current.

M. B. Frye, vice president, said that counter to what some people think, unions are important as service organizations. One vital work in the union, he said, is the policing of agreements. Always consult with the local chairman when considering a grievance. Be sure to have all the details, such as who did what, when, peoples' names, seniority dates, rules violated, etc.

J. E. Hansen, director of research, stressed the importance of making the FRA signal RS&I tests and in-

President Bates brought members up to date on the current wage and fringe benefit negotiations. Chandler is at the left.

Secretary-Treasurer Best told members of the expected improvements in Grand Lodge operations resulting from a new computer system to be installed this fall. President Bates is at the right.

M. B. Frye, vice president, discussed the importance of union members policing their agreements. At his left are Bates and Best.

spections. Although the forms are furnished to signalmen by the railroads, the tests to be made are required by FRA and are federal tests. They must be made and the form signed by the individual making the test. He said that during 1976 over 6,900 RS&I violations were discovered by FRA and the number increased last year.

W. W. Lauer, grand lodge representative, spoke on the need for continued support for the Signalmen's Political League, especially during 1978, an election year. SPL funds are donated to Congressmen who support the type of legislation favored by signalmen. Lauer said that in 1977, over 1,200 donations to SPL came from retired members. An accurate record of donations to SPL and how the funds are spent is sent to the Federal Elections Commission.

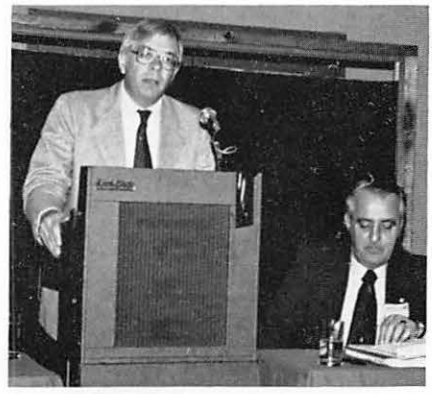
Clarence M. Small, attorney, representing the three law firms that participated in the meeting, spoke on the Federal Employers' Liability Act. Employees are not automatically entitled to money if injured on the job. Railroads must compensate the worker when injured on the job because of carelessness on the part of the railroad, or his supervisor, or failure of a safety appliance or failure of equipment to function properly.

One point to remember, Small said, is to report an injury promptly, no matter how minor. Often, if a man has a slight injury, say a sprain in his back from lifting something too heavy, and does nothing at the time and a recurrence results later, he may have difficulty in proving that the injury actually started much earlier. An injured man can report to his own doctor, even though he has reported to the company and it might have directed him to a different doctor. A person has 3 years from the date of the accident in which to file suit.

Charles J. Chamberlain, labor member, Railroad Retirement Board, said that the railroad retirement fund was involved in the negotiations at the national level, because the fund is running a deficit due to more being paid out to retired people than is being paid in by those working. The Office of Management & Budget wants to cut the amount to be paid by federal funds, but Chamberlain said that the 1974 revisions to the Retirement Act included a commitment from Congress for federal

C. S. Chandler (left) listens as John E. Hansen, BofRS director of research discusses the importance of making signal RS&I tests.

W. W. Lauer, grand lodge representative, urged members to contribute to the Signalmen's Political League.



Clarence M. Small, attorney, discussed the impact of the Federal Employers' Liability Act upon signalmen who are injured at work.

Part of the audience of 100 who attended the Saturday regional meeting.

C. J. Chamberlain, labor member, Railroad Retirement Board, told of retirement benefits paid to signalmen.

E. T. Powell, railroad safety specialist, Federal Railroad Administration, talked about signal inspection rules.

funds to make up the deficit. He said that proposals have been made that the unions and the carriers make a joint appeal to Congress for federal funds to make up the deficit. He too, is hopeful that the unions and the carriers can negotiate a legislative package for Congress to pass. Chamberlain said he believes that Congress would pass such a package if both unions and carriers can agree on one. Turning to Signalmen, he said that 4400 signalmen are receiving retirement benefits. Over $40 million in total benefits were paid in 1977 by the RRB to signalmen.

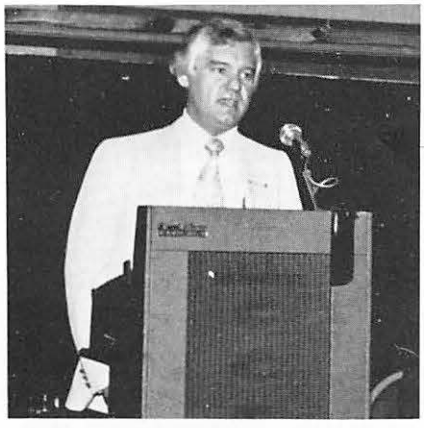
E. T. Powell, railroad safety specialist, signals & train control, FRA at Atlanta, told the signalmen that safety in the railroad industry rests with the carriers, the employees and the FRA S&TC inspectors. He cited some of the responsibilities of carriers: provide training programs in safety and technology; provide clear instructions to signal personnel in construction and maintenance; provide proper tools and equipment to work with; provide adequate manpower and supervision.

Responsibilities of signalmen, include: take advantage of training programs; study maintenance instructions; talk to supervisors; talk to FRA S&TC inspectors; contact general chairmen; maintain good relations with the maintenance of way department because of the importance of the track circuit and insulated joints; know the FRA RS&I rules; plan time to make RS&I tests; and finally if do not have enough time to make test, so indicate on the form. Powell said he would rather see a blank test form with the words "not time to do," rather than see a form filled out and find out later that some tests were not made.

The responsibility of the S&TC inspector is to enforce the signal RS&I, but he must have respect for the signalmen. Also, he should be able to discuss the tests and if advisable show how tests should be made. In many cases, the S&TC inspector is a former signalman. Also, he should provide a uniformity of enforcement and interpretations of the signal RS&I.

R. Thomas Brown, manager life &

## Insurance representatives described their companies' policies.

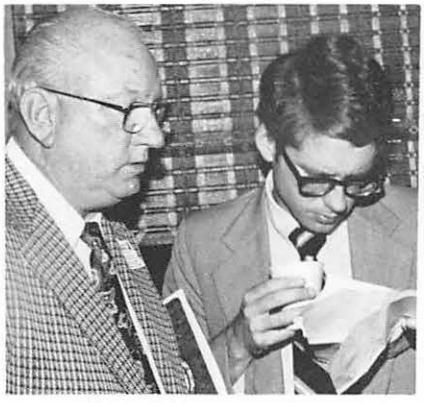


R. Thomas Brown, manager life & health claims, AEtna Life.

W. E. Edwards, assistant vice president, Provident Life.

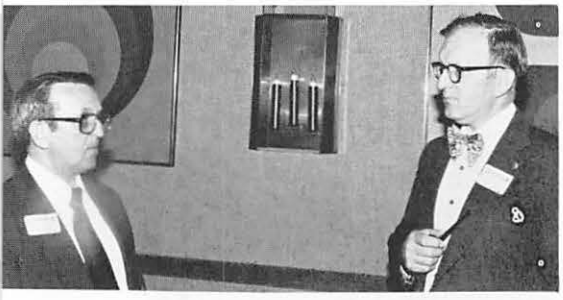
R. A. Manning, vice president, The Travelers Insurance.

W. D. Best (left). secretary-treasurer, BofRS, chats with J. B. Dumas, local chairman, F. B. Stanley Lodge 11, Central of Georgia.



William Tucker (right) attorney of the law firm of Rives, Peterson, Pettus, Conway & Small, looks over papers of Charles M. Rodgers of Miller-Griffith Lodge 49, Georgia.

J. R. Lail (left) signal maintainer, Southern and a member of Walters Lodge 110 listens to Lewis A. Meeks, recording & financial secretary, 110, of Local 110.



W. D. Best (left) listens to Charles E. King, of Townsend Lodge 198, Clinchfield.

Seaboard Coast Line local chairmen L. D. Webster (left) and D. J. Ennis had a chance to get together at the Atlanta regional meeting

health claims, AEtna Life & Casualty Co., described the various dental plans and reported that progress had been satisfactory on claim handling. He said that recently they had been experiencing a 10 day turn-around time from claim filing until payment. He said the advance claim review procedure had been widely accepted. In this procedure, the employee's own dentist fills out a form telling what work is to be done. This advance claim is sent to AEtna and is reviewed in which AEtna states what it will cover. Then when the work is done and the form sent to AEtna by the dentist, payment can be promptly made. For those who are unable to obtain aid from the local AEtna office, this phone number should be helpful: 800-424-9747 and ask for Don Sundstrom.

W. E. "Ed" Edwards, assistant vice president, Provident Life & Accident Insurance Co., described the supplemental insurance plans and how they work with RUIA (Railroad Unemployment Insurance Act).

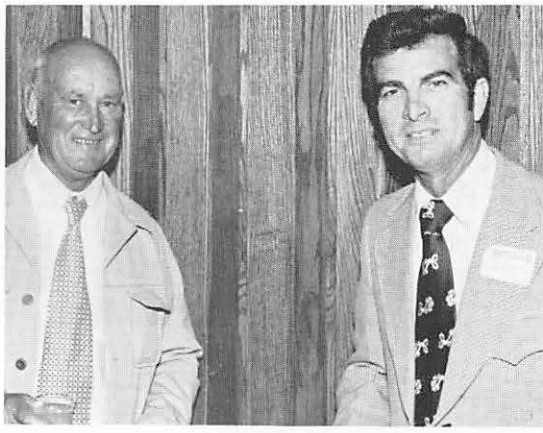
R. A. Manning, vice president, The Travelers Insurance Companies, said negotiations are continuing on plans GA-23000 and GA-23111. He said improvements have been agreed to on GA-23111 and that something will be done for the person who retires at 60 with 30 years' service but would not be eligible for Medicare until he is 65.

Following questions from the audience, a social hour and luncheon was hosted by the three FELA law firms: Hastings & Goldman of Miami, FL; Ramsey, Bodron, Thames & Robinson of Vicksburg, MS; and Rives, Peterson, Pettus, Conway & Small of Birmingham, AL.

James V. Hester (left) local president, Miller-Griffith Lodge 49, Southern, holds the attention of George G. Gross, general chairman, Seaboard Coast Line.

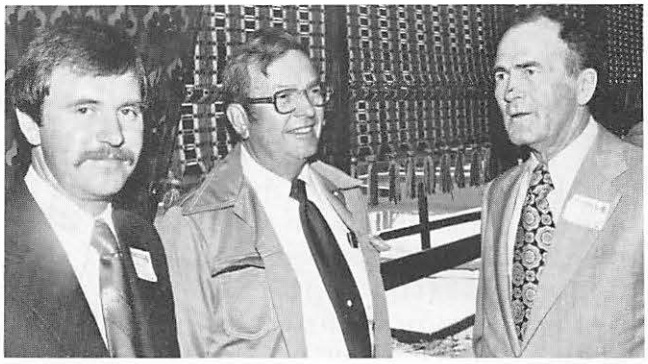
J. B. Dumas (left) local chairman, F. B. Stanley Lodge 11, Central of Georgia, makes a point with John E. Hansen, BofRS director of research.

R. A. McMichael (left) of Local 49, Southern; W. W. Lauer, (center) BofRS grand lodge representative; and Charles R. Vaught, general chairman, Southern were "caught" by the TSJ camera.

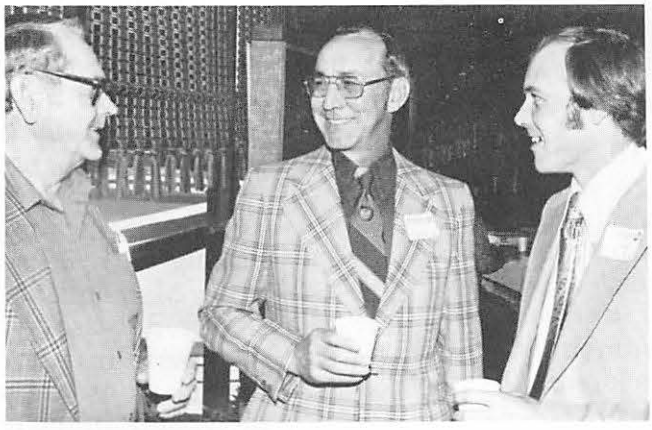


R. F. Stanfield (left) of J. B. Stanley Lodge 11, Central of Georgia, stops to talk to J. C. Baldwin, local president, Seaboard Coast Line Lodge 16.

President R. Thomas Bates (left) places a 25-year BofRS membership pin on the lapel of James V. Hester, local president, Miller-Griffith Lodge 49, Southern. T. E. Early, Jr. (right) recording & financial secretary, Local 49, watches.



Seaboard Coast Line signalmen chat during a coffee break. Shown here (from the left) are: Donald L. Champlin; V. B. Gilliland; and George A. Harrington, secretary, Grand Lodge Board of Trustees.



Southern local chairmen take a coffee break and talk. Here are: T. A. Davidson (left), P. G. West (center) and C. Leon Horton. All are members of Miller-Griffith Lodge 49.

TSJ camera "catches" James V. Hester (left) local president, Miller-Griffith Lodge 49, Southern; D. M. Helton (center), local chairman, Lodge 49; and Harvey H. Parker, general chairman, Chesapeake & Ohio-Grand Trunk Western-Indiana Harbor Belt.

Thomas Myers (left) local chairman, Miller-Griffith Lodge 49, Southern, looks at TSJ camera as James W. McGuire (center) local 49 and M. B. "Pete" Frye, BofRS vice president, watch.

Charles R. Vaught (left) general chairman, Southern, talks to Joe R. Jones (right) of Local 49 as W. D. Biddle (center) also of Local 49, listens.

# AMERICA'S LEADERS

## Sound Words From A Wise Lady

Muriel Humphrey, making the transition from wife of a great public servant to her new status as junior Senator from Minnesota, seems to be showing the same steady good sense that we've come to expect from her during the last thirty years.

Many people like the way she has settled quietly into her new position of responsibility. Furthermore, many like the way she avoids the temptation to speak out on every issue before the Senate—so that when she does, we owe it to ourselves to listen.

**Muriel Humphrey**

Senator Humphrey recently announced, for instance, that she is fully committed to passage of the Labor Law Reform Bill, which is scheduled to come before the Senate some time this year.

A number of lobbying organizations have been attacking that bill. They claim it would upset the balance between labor and management in this country. Some of the opponents of the bill get very exercised about that bill, and suggest that it would somehow lead to a 'labor dictatorship' over all the rest of us.

Nonsense, says the Senator from Minnesota. She offers a welcome, clear-headed contrast to all that oratory. She says frankly that "during the brief period that I have served as a Senator, I have been concerned over the exaggeration and distortion regarding this bill that has been voiced by some persons and organizations."

Muriel Humphrey suggests that it would be well for a lot of people to actually see what is in the bill (S. 2467). When they do, she predicts, "I certainly hope this important legislation will receive the overwhelming support of Congress and the nation." So do we.

Many agree with Senator Muriel Humphrey and hope the Senator will act quickly and wisely to pass the Labor Law Reform Bill. These people seem to be in good company, along with Secretary of Labor Marshall and seven of his predecessors; a number of experts in labor-management relations; and a very large group of civic, women's and minority organizations. They can't all be wrong!

# Travelers arranges open enrollment until Sept. 1.

## OPEN ENROLLMENT FOR FURLOUGHED AND RETIRED EMPLOYEES

An open enrollment period in May, June, July, and August has been arranged by the Cooperating Railway Labor Organizations and The Travelers Insurance Company to make available coverage under Group Policy GA-23111 for those employees and their dependents (spouse and children over 14 days but under 19 years of age) not currently enrolled. During these months any retired employee or an employee who is on leave of absence, furlough or suspension with respect to his railroad employment and who while in active employment was insured under Group Policy Contract GA-23000 may enroll for the group hospital, surgical and medical plans available under Group Policy GA-23111.

The premium rates for the various types of coverage are shown on the enrollment form appearing at the end of this Article.

Furloughed employees of a hospital association railroad may enroll for dependent benefits only, unless such furloughed employees have discontinued their membership in the hospital association in which event they may also enroll for employee benefits.

No medical evidence of insurability will be required during the open enrollment for those not currently enrolled. In order to obtain the insurance, the only requirements are that the employee must have been covered by one of the active employee plans and submit a completed enrollment form with his check or money order for the required monthly payment before September 1, 1978.

Railroad employees described above may also insure their unmarried dependent children over 19 years of age but under 25 who are full-time students and unmarried dependent children over age 19 who are incapacitated by permanent physical or mental disability which began prior to age 19.

In addition, the widow and surviving children of an employee who was insured as an active, furloughed or retired employee are also eligible to enroll under Group Policy GA-23111.

Active employees may also enroll under Plan D of GA-23111 to provide benefits for their parents and parents-in-law who are eligible for Medicare.

For those signing up during this four-month period, the insurance coverage will become effective on the first day of the month following receipt by The Travelers of the completed form and the check for the required monthly payment.

There are four plans available; three for individuals not eligible for Medicare benefits and one for those who are eligible under Medicare.

### Plans A, B and C - For Persons Not Eligible Under Medicare

Plans A, B and C provide Hospital, Surgical and Ambulatory Surgical Center Expense Benefits.

Plans B and C also provide Maternity Benefits, Medical Expense Benefits for doctor's charges for visits during hospital confinement, Radiation Therapy Benefits and Polio Expense Benefits.

Plan C only provides Supplemental Major Medical Expense benefits in addition to the basic Hospital, Surgical, Medical and Radiation Therapy Benefits. It is important to understand, however, that the covered expenses considered under the Supplemental Major Medical Expense benefit are limited to those expenses in the categories covered by the basic benefit provisions of Plan C as mentioned above. For example, reasonable Hospital room and board charges in excess of $55 daily or reasonable surgical charges in excess of the amount in the Schedule would be covered Supplemental Major Medical expenses. However, charges for drugs, private duty nursing, doctor's Home and Office visits, Lab and X-ray examinations, etc., which are not covered under the other benefits under Plan C would not be covered expenses under the Supplemental Major Medical Expense provisions.

Here is an outline of benefits available under these three plans:

| | PLAN A | PLAN B | PLAN C |
|---|---|---|---|
| **HOSPITAL BENEFITS** | | | |
| Room & Board – Daily Benefit up to | $ 20 | $ 35 | $ 55 |
| Room & Board – Maximum per confinement* | 1,400 | 2,450 | 3,850 |
| Hospital Extras and Emergency Out-patient, including Ambulatory Sugical Center Expense, up to* (Including Ambulance service up to $25) | 200 | 700 | 1,000 |
| **SURGICAL BENEFITS** | | | |
| Per Schedule up to | 300 | 450 | 550 |
| Obstetrics | (Not Covered) | 112.50 | 137.50 |
| **DOCTOR'S VISITS IN-HOSPITAL** | | | |
| Per day of hospital confinement | (Not | 5 | 5 |
| Maximum per confinement* | Covered) | 350 | 350 |
| **RADIATION THERAPY BENEFITS** | | | |
| Per Schedule - Maximum per Calendar Year; or for any one injury or sickness | (Not Covered) | 200 | 300 |
| **POLIO BENEFITS** | (Not Covered) | 5,000 | 5,000 |
| **SUPPLEMENTAL MAJOR MEDICAL BENEFITS** | (Not Covered) | (Not Covered) | 50,000 |

*Successive confinements due to the same or related causes are considered as one confinement unless there is a complete recovery from the injury or sickness causing the earlier confinement.

**Plan D – For Persons Eligible Under Medicare**

Plan D is designed to complement full Medicare benefits and provides Hospital, Medical and Major Medical Expense Benefits. The Hospital Benefit covers hospital expenses over and above those which Medicare provides during the first 90 days of confinement, but not in excess of the amounts shown in the outline below, plus hospital board and room charges for semi-private rooms up to $72 per day for an additional 90 days. The Hospital Benefit was liberalized January 1, 1978 to take care of the increase in the Deductible and Co-insurance amounts required by Medicare.

The Medical Expense Benefit pays the first $60 of the total of charges in a calendar year for surgery, doctor's in-hospital visits, X-ray and laboratory examinations, and emergency out-patient hospital expense incurred within 72 hours of an accident or surgery.

The Major Medical Expense Benefit is a very valuable part of this plan. After the insured person has paid the first $50 of expense incurred in a calendar year, the plan picks up 80 percent of reasonable "covered expenses" in excess of that $50 plus the benefits already paid under Medicare and the basic Hospital and Medical Expense benefits. The maximum payable as to each insured person is $50,000.

Here is an outline of Plan D:

**HOSPITAL BENEFITS**

$144 for the first 60 days (Medicare Deductible)
$ 36 per day from 61st through 90th day (Medicare Co-insurance)
up to $72 per day from 91st through 180th day.

**MEDICAL EXPENSE BENEFITS**

First $60 of the total of charges in a calendar year for
Surgery
Doctor's In-Hospital visits
X-Ray and Laboratory Examinations
Emergency Out-Patient Hospital Expense within 72 hours of an accident or surgery

**MAJOR MEDICAL EXPENSE BENEFITS**

$50,000 Maximum, with $1,000 automatic restoration each January 1.

Since Medicare benefits are taken into consideration in determining what will be paid under Major Medical, it is very important that all eligible persons be enrolled under Medicare in order to have the maximum possible insurance protection. It should be noted that the Medicare Amendments effective July 1, 1973 extend Part A and Part B Medicare coverage to certain Disabled persons regardless of age and Part A coverage to persons Age 65 and over who previously were not qualified by virtue of personal entitlement or as the dependent of a covered person. Any person becoming eligible under Medicare, either because of attaining age 65 or becoming disabled at any age, must enroll under Plan D if coverage complementary to Medicare is desired. If an employee with two or more dependents, one of whom is eligible under Medicare, wishes to provide coverage under GA-23111 for all of his dependents, he must enroll for Plan D coverage for the person eligible under Medicare in addition to enrolling for coverage under Plan A, B or C for the remaining dependent(s) in order to obtain coverage for all dependents.

**Front is here on page 31. Back is on page 32.**

GA-23111
*This Completed Form Together With The Required Payment Is To Be Sent To:*

The Travelers Insurance Company, P.O. Box 3002
GROUP DEPARTMENT–RAILROAD DIV.–HARTFORD, CONN. 06101

| NAME OF EMPLOYEE (Please Print) Last First Middle Initial | EMPLOYEE SOCIAL SECURITY NO. | DATE OF BIRTH EMPLOYEE Mo Day Yr | DATE OF BIRTH SPOUSE Mo Day Yr | EMPLOYEE HEALTH INSURANCE CLAIM NUMBER | DEPENDENT HEALTH INSURANCE CLAIM NUMBER |
|---|---|---|---|---|---|
| | | | | | |

| HOME ADDRESS OF EMPLOYEE No. and Street City State Zip | REPRESENTED BY WHAT UNION? |
|---|---|
| | |

| NAME OF EMPLOYER (RAILROAD) | DEPARTMENT | DIVISION | LOCATION | EMPLOYEE NO. | DATE LAST WORKED Mo Day Yr | DATE OF EMPLOYMENT |
|---|---|---|---|---|---|---|
| | | | | | | |

**If you and/or your dependent(s) are covered by medicare as a result of disability, please attach a copy of the medicare card(s).**

Before completing this section see Pages 9-11. If disabled at date last worked, please so indicate.

**REASON FOR LEAVING ACTIVE EMPLOYMENT** ☐ RETIRED ☐ FURLOUGHED ☐ DISABLED ☐ LEAVE OF ABSENCE ☐ PREGNANCY ☐ SUSPENDED ☐ TERMINATED ☐ DEATH _____ Date

If an enrollment form is being submitted for a student child, incapacitated child or parent(s) it is necessary that such person(s) full name and date(s) of birth be shown below. If this information is not completed, the enrollment form cannot be accepted.

☐ STUDENT CHILD ☐ INCAPACITATED CHILD ☐ 1 PARENT ☐ 2 PARENTS ☐ DATE(S) OF BIRTH _____

Name and address of student child, incapacitated child or parent(s) for whom enrollment is being made

GI-47635A REV. 6-78 PRINTED IN U.S.A. 25 COMPLETE REVERSE SIDE

Shown below is a Medicare Authorization form which, when completed by eligible persons and sent to The Travelers will allow prompt handling of claims involving Medicare benefits.

An active employee insured under Group Policy Contract GA-23000 or Group Policy GA-107300 may enroll under Plan D to provide benefits for his parents who are eligible under Medicare.

In order to enroll, simply fill out and sign the enrollment form reproduced below. A widow should show "Mrs." with the given name of her deceased husband.

Mail the completed enrollment form with your check or money order to The Travelers Insurance Company, P.O. Box 3002, Group Department, Railroad Division, Hartford, Connecticut 06101. Person eligible for Medicare should also send a signed copy of the Medicare Authorization form to The Travelers with their enrollment form.

Name of Medicare Insured–Employee
FI | MI | LAST

Health Insurance Claim Number (Include Any Letters)

Employee–Social Security Number or Railroad Retirement Board Number.

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or *Authorized Representative*)–Employee

Date Signed

Name of Medicare Insured–Dependent
FI | MI | LAST

Health Insurance Claim Number (Include Any Letters)

AUTHORIZATION: I authorize The Travelers Insurance Company to release to The Travelers Insurance Company any information which is required to act on a claim under my complementary health insurance policy and permit a photostatic or other facsimile reproduction of this authorization to be used in place of the original. This authorization is in effect until notice of revocation is received by The Travelers Insurance Company.

Signature of Medicare Insured (or *Authorized Representative*)–Dependent

Date Signed

GI-46706

A separate form should be carefully completed for each person to be insured under GA-23111 who is also insured under Medicare.

The Health Insurance Claim Number may be obtained from each person's Medicare Health Insurance Card.

The signed Authorization(s) should be submitted with your enrollment form as it will allow The Travelers to process any future benefits for which you may be eligible under Group Policy GA-23111, using the information supplied by you and your physician in order for you to obtain Medicare benefits.

## This is Back. Front is on page 31.

GA-23111

| PERSON(S) TO BE INSURED | REQUIRED MONTHLY PAYMENT | | | |
|---|---|---|---|---|
| | Persons Not Eligible Under Medicare | | | PLAN D Each Person Eligible Under Medicare |
| | PLAN A | PLAN B | PLAN C | |
| Employee only | ☐ $ 6.65 | ☐ $17.19 | ☐ $49.00 | ☐ $17.50 |
| Dependents only or Widow and or Children | ☐ $ 7.76 | ☐ $17.19 | ☐ $49.00 | ☐ $17.50 |
| Employee and Dependents | ☐ $14.41 | ☐ $34.38 | ☐ $98.00 | |
| Each Parent – Eligible under Medicare | | | | ☐ $17.50 |
| Student Child (age 19 to age 25) | | | ☐ $3.00 | |
| Incapacitated Child (age 19 and over) | | | ☐ $5.00 | ☐ $17.50 |

I understand that the benefits which I am subscribing to are those indicated by the required monthly payment checked hereon for the plan or plans as described in the pamphlet (Form GI-47635) furnished to me in connection with Group Policy GA-23111. I also understand that I will be notified directly by The Travelers Insurance Company of my acceptance and billed for my next payment.

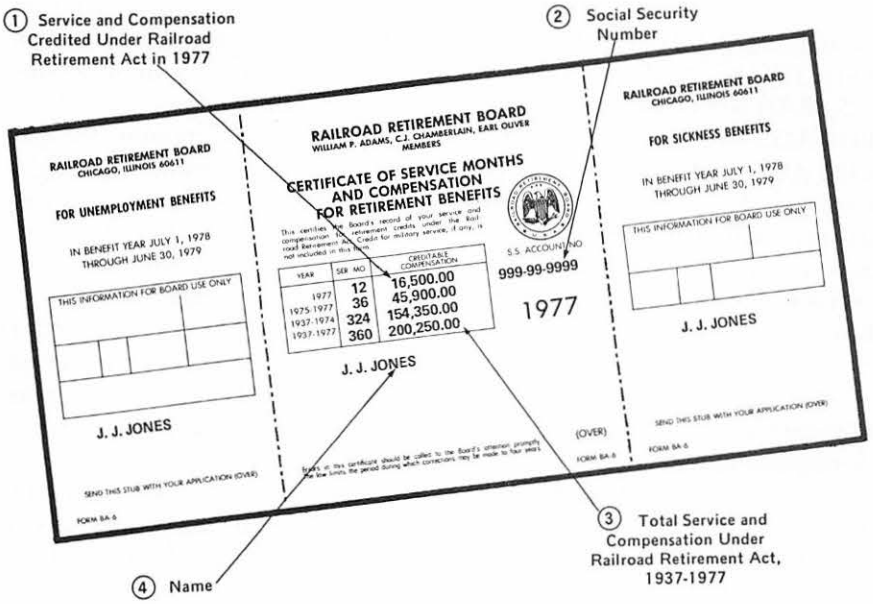
GI-47635A (BACK)

Signature of Employee

Date

# From the Secretary-Treasurer

WHAT EMPLOYEES SHOULD CHECK ON FORM BA-6


1 Service and Compensation Credited Under Railroad Retirement Act in 1977
2 Social Security Number
RAILROAD RETIREMENT BOARD
CHICAGO, ILLINOIS 60611
FOR UNEMPLOYMENT BENEFITS
IN BENEFIT YEAR JULY 1, 1978 THROUGH JUNE 30, 1979
THIS INFORMATION FOR BOARD USE ONLY
J. J. JONES
SEND THIS STUB WITH YOUR APPLICATION (OVER)
FORM BA-6
RAILROAD RETIREMENT BOARD
WILLIAM P. ADAMS, C.J. CHAMBERLAIN, EARL OLIVER
MEMBERS
CERTIFICATE OF SERVICE MONTHS AND COMPENSATION FOR RETIREMENT BENEFITS
S.S. ACCOUNT NO.
999-99-9999
1977
YEAR
SER. MO.
CREDITABLE COMPENSATION
1977 12 16,500.00
1975-1977 36 45,900.00
1937-1974 324 154,350.00
1937-1977 360 200,250.00
J. J. JONES
(OVER)
FORM BA-6
RAILROAD RETIREMENT BOARD
CHICAGO, ILLINOIS 60611
FOR SICKNESS BENEFITS
IN BENEFIT YEAR JULY 1, 1978 THROUGH JUNE 30, 1979
THIS INFORMATION FOR BOARD USE ONLY
J. J. JONES
SEND THIS STUB WITH YOUR APPLICATION (OVER)
FORM BA-6
3 Total Service and Compensation Under Railroad Retirement Act, 1937-1977
4 Name

## BA-6 forms are available says W. D. Best

The U.S. Railroad Retirement Board recently completed the preparation of the employees' Certificates of Service Months and Compensation, Form BA-6, which are distributed every year to the great majority of railroad employees. These annual statements are important because they provide an employee with a record of his or her service months and creditable compensation in 1977, as well as cumulative railroad retirement credits after 1936. The statements are also used by employees when they apply for unemployment or sickness benefits with the Board.

Some 600,000 BA-6 forms will be distributed. Most employees will receive them directly from the Board by mail before June 1, although some BA-6 forms will be distributed through employers. These forms are issued primarily to employees who qualify for unemployment and sickness benefits in the benefit year beginning July 1, 1978, on the basis of their 1977 employment. Employees who worked in 1977 but did not have sufficient earnings to qualify for unemployment and sickness benefits will also be sent BA-6 forms if they have 10 years of service or 12 service months in 1977, or they worked for a local lodge or division of a national railway labor organization. Any employee who worked for a railroad in 1977 who does not receive a form by June 15 can write to the Board and request one.

Each employee should check to see whether his own record of service and creditable compensation agrees with the Board's figures shown on the Form BA-6. The important figures that should be checked are indicated on the illustration of the form. In checking the 1977 compensation total, employees should be aware that only earnings up to $1,375 per month were creditable for railroad retirement in that year. Therefore, the maximum amount of creditable compensation that can be


*For United States residents only:*

Allow 6 weeks for change to take effect. Form ML-1 Rev. 6/67

**Moving? Let us know!**

Please send your new address to:
**Brotherhood of Railroad Signalmen,**
**601 W. Golf Rd., Mt. Prospect, IL 60056**

**Name** _____

**Street or Box No.** _____ **Apt. No.** _____

**City** _____ **State** _____ **Zip** _____

**Lodge No.** _____ **Certificate No.** _____

shown on the form for 1977 is $16,500. If there is a name difference, the employee should keep in mind that the form contains only the first ten letters of the last name.

All letters reporting discrepancies in a BA-6 form should be addressed to the DIRECTOR OF DATA PROCESSING AND ACCOUNTS, U.S. RAILROAD RETIREMENT BOARD, 844 RUSH STREET, CHICAGO, ILLINOIS 60611. The employee should include his social security account number in the letter as well as mentioning the error, otherwise no action can be taken by the Board. The time limits for correcting errors are shown on the back of the BA-6 form along with certain Medicare and supplement annuity closing date reminders.

As shown in the illustration, the BA-6 form has detachable sections at each end. The section on the right side is used when the employee applies for sickness benefits, and the one on the left for unemployment benefits. The reverse sides of these sections also explain the best way to apply for these benefits. The use of these sections prevents delays in the payment of unemployment or sickness benefits which occur when an employee enters the wrong social security account number on his application for benefits.

## Extended benefits payable to unemployed railroaders

The U.S. Railroad Retirement Board announced that because of high unemployment in the railroad industry in the last three months, railroaders with less than 10 years of service can qualify for extended unemployment benefits beginning April 20. Such railroaders are elegible to begin receiving extended unemployment benefits only during a defined "period of high unemployment" in the railroad industry or nationally. The national indicator does not permit the payment of extended benefits at this time. A "period of high unemployment" in the railroad industry begins 20 days after the rate of unemployment equals or exceeds the trigger rate of 4.5% for three consecutive months. This is the first time such extended benefits became payable based on the railroad trigger alone.

The current "period of high unemployment" in the railroad industry will continue until 20 days after the rate drops below 4.5% for three consecutive months. Furthermore, once an employee begins receiving extended benefits, they are payable for a total of 13 weeks regardless of what happens to the rate of unemployment.

Those unemployed railroaders who have exhausted their normal benefits should apply for extended benefits on April 20, or as soon as possible thereafter. Railroaders with 10 or more years of service qualify for extended railroad unemployment benefits whether or not a "period of high unemployment" exists.

## Railroad retirement annuities increase

Railroad retirement annuitants, as well as social security beneficiaries, will receive cost-of-living increases in their monthly benefits beginning with their July 1 checks.

The tier I portions of all railroad retirement annuities will be increased by 6.5%, the same as for social security benefits. However, to avoid duplication, the cost-of-living increase in the tier I benefit for an annuitant who is also receiving a social security benefit is reduced by the amount of the cost-of-living increase in the social security benefit.

There is also a second cost-of-living increase available only to railroad retirement beneficiaries. The tier II benefits will be increased by 2.1% for retired employees and their spouses and by 6.5% for survivor beneficiaries. This increase is not reduced because of a beneficiary's entitlement to social security benefits.

Both tier I and tier II increases are effective the month of June and will be first reflected in July 1 checks for most annuitants. Increases that cannot be paid in time for the July 1 check will be paid in full at a later date.

Also changing July 1 will be the monthly Medicare premiums deducted from railroad retirement and social security benefits. The basic premium increases 50¢ from $7.70 to $8.20.

## Retirement checks can be directly deposited

Each month a large number of annuity checks from the U.S. Railroad Retirement Board are lost or stolen, causing considerable inconvenience to annuitants. Through the Direct Deposit Program, this type of problem can be eliminated because your checks go directly to your savings or checking account. The following questions and answers explain how to enroll in this program and the advantages to beneficiaries.

**(1) My railroad retirement annuity check was stolen from my mailbox last month. Is there any way I can avoid this in the future?**

Yes. You can have your annuity checks deposited directly into your savings or checking account at a bank, savings and loan association, Federal or State chartered credit union or a similar financial organization. That way, you won't have to worry about losing your check or having it stolen from your mailbox. Even when you are away from home, your check will be deposited into your account automatically and safely.

**(2) How do I go about having my annuity checks deposited into my savings or checking account?**

When you get your next check from the Board, take that check to the financial organization where you have your savings or checking account and ask them to help you complete Form SF-1199A for direct deposit of your check into your account. Almost all financial organizations participate in the Direct Deposit Program; they will have that form

on hand or they can obtain copies from the U.S. Treasury Department. They will complete part of the form and you will complete the other part. It is important that you have your check with you so that all the necessary information can be entered correctly on the form. The financial organization will then send the completed Form SF-1199A to the Board which will begin sending your checks directly to your savings or checking account.

**(3) How long after I apply for direct deposit will the Board begin sending my checks for direct deposit into my savings or checking account?**

It generally takes the Board 60 to 90 days to make the changes necessary for direct deposit. In the meantime, you would continue to receive your checks at your usual mailing address.

When direct deposit begins, your check will be deposited in your savings or checking account on or about the first of each month.

**(4) Would I still receive notices from the Board at home?**

Yes. Any letters or notices from the Board and certain annuity adjustment checks would still be sent to your home or mailing address. Only regular recurring monthly checks would be deposited in your savings or checking account.

**(5) I'm planning to have my checks deposited directly into my checking account. Will I still have to notify the Board if I change my address?**

Yes. Since certain Board mail will be sent to your home, it is important that you keep the Board informed of your current home address even though your annuity checks are deposited directly in your checking account.

**(6) I'll be retiring and applying for my railroad retirement annuity next month. When do I sign up for direct deposit?**

Your first annuity check will be sent by the Board to your home or mailing address. When you receive that check, take it to the financial organization where you have a checking or savings account to sign up for direct deposit. It will take the Board some time to make the changes necessary for direct deposit so a few more monthly checks will be sent to your home before direct deposit begins.

**(7) Can my wife, who is receiving a railroad retirement spouse annuity, have her checks deposited directly into her savings or checking account?**

Yes. Any annuitant receiving recurring monthly checks from the Board can have these checks deposited directly into his or her savings or checking account. This includes retired railroaders and their spouses as well as widows and other survivor annuitants.

**(8) I plan to have my checks deposited directly in my checking account. If I later change my mind, can I have checks sent to my home?**

Yes. Simply notify the Board in writing that you wish to have your annuity checks sent to your home.

**(9) How many railroad retirement annuitants participate in the Direct Deposit Program?**

Almost 140,000 railroad retirement annuitants (about 14 percent of those on the Board's rolls) participate in the Direct Deposit Program.

Altogether, over 7 million beneficiaries have railroad retirement, social security, civil service or veterans' benefits deposited directly into savings or checking accounts.

**De-finitely!**

If lawyers are disbarred and clergymen defrocked, doesn't it follow that electricians can be delighted, musicians denoted, cowboys deranged, models deposed, tree surgeons debarked and dry cleaners depressed?

*Our thanks to Richard R. Van Vacter, general chairman, Santa Fe-Rio Grande Western-Kansas City Southern, for this bit of wisdom from his first quarter 1978 newsletter.*

Resolve to be a Union man
With all that it implies;
Don't smoke a filthy, scab cigar
While right before your eyes
Each day you see a Union man,
A friend and brother, too,
Go idle, who would gladly make
A Union smoke for you.

Resolve to buy from Union clerks,
And Union bakers, too;
Resolve to smoke only cigars
That bear the label "Blue."
If with your whiskers you'd dispense,
A Union barber's sign
Should lure you within the walls,
Where Union men you'll find.

Buy Union shoes and Union clothes,
Of Union stoves make sure,
Buy Union biscuits, Union tacks
And Union furniture;
When purchasing your socks or shirts
Or underwear so fine,
Be sure and buy from Union clerks,
They're with you all the time.

In short, remember all the time,
The label is your friend,
And with the starting of the year
Resolve your ways to mend;
Don't patronize a rat or scab,
And keep out of such a dive,
And you'll be a thorough Union man
In eighteen ninety-five.

*From the Painters Journal of 1895.*

Usually the greatest boasters are the smallest workers. The deep rivers pay a larger tribute to the sea than shallow brooks, and yet empty themselves with less noise.

*William Secker*

# Personal Aids & News

## Children's diseases can be cut via immunization

*Editor's Note: This is the first part of a series of articles dealing with children's diseases and how they can be prevented through immunization. Next month's issue will contain questions and answers about measles, with following articles covering polio, mumps and rubella (German measles).*

The National Immunization Initiative being undertaken by the Department of Health, Education, and Welfare to offset disturbingly low rates of immunization against polio, diptheria, measles, mumps, rubella (German measles), pertussis (whooping cough), and tetanus (lockjaw) is proceeding on schedule. Numerous states across the nation are now enforcing their laws or regulations that youngsters be able to document adequate immunization upon entry to school—or be barred from attending.

But the problem goes beyond the primary grades. Many of the country's un- and under-immunized youth are in two groups hard to reach because they are missed by programs which check immunization levels only upon first entry into the school system: children between 1½ and 6 years, and teenagers between 13 and 19. The result is two fairly insulated pools of youths who can host outbreaks of diseases like measles and pertussis, a number of which have recently been encountered in several states.

The problem does not end there. Several of the target diseases—diptheria, measles, mumps, pertussis, polio, rubella, and tetanus—can in "worst case" situations, kill. Diptheria is associated with heart and kidney damage; measles can lead to pneumonia and brain damage; mumps can result in deafness; and rubella can lead to miscarriages in adult women, or to cataracts, heart damage, and retardation in infants whose mothers contracted rubella while pregnant.

Moreover, "childhood diseases" can harm adults who contract them after exposure to youngsters carrying them. Among union members who frequently come in contact with children on the job are: school teachers, librarians, and custodial personnel; day-care and youth program employees (and Sunday school and scouting volunteers); school bus drivers and public transit workers; and those employed in fast food shops, supermarkets, and department stores.

It is recommended that adults be re-immunized every 10 years with a "Td" shot to boost their antibodies against tetanus and diptheria. After the basic series of childhood immunizations is completed (before the child reaches school), this is the only booster shot that adults need to protect them from the vaccine-preventable diseases.

The AFL-CIO Department of Community Services is cooperating directly with the Department of Health, Education, and Welfare

**CHILDHOOD IMMUNIZATION CHECKLIST**

Check your health records to make sure your children have received all their immunizations. All children need protection against polio, diphtheria, tetanus, pertussis (whooping cough), measles, rubella and mumps. You can help your child build up immunity to these diseases with immunizations during childhood.

For some diseases, only one immunization is needed. Other diseases require a number of immunizations and booster shots. A child who has received less than the recommended number of shots in a series only needs to make up the ones that were missed, regardless of the length of time elapsed. The only exception is the 5-year-old child who misses his 18-month DTP booster; he does not need to make it up, merely to receive the preschool booster. So if your child does need any immunizations, contact your doctor or local health department today.

| AT THIS AGE: | YOUR CHILD SHOULD HAVE RECEIVED: | √ |
|---|---|---|
| 2 months old | 1 DTP immunization<br>1 polio immunization | |
| 4 months old | 2 DTP immunizations<br>2 polio immunizations | |
| 6 months old | 3 DTP immunizations<br>2 polio immunizations* | |
| 15 months old | 3 DTP immunizations<br>2 polio immunizations*<br>1 measles immunization**<br>1 rubella immunization**<br>1 mumps immunization** | |
| 18 months and older | 4 DTP immunizations<br>3 polio immunizations*<br>(If your child has not already received measles, rubella, and mumps immunizations, they are needed.) | |
| 4 to 6 years, before starting to school | A DTP booster (the 5th immunization)<br>A polio booster (the 4th immunization)*<br>(If your child has not already received measles, rubella, and mumps immunizations, they are needed.) | |
| Thereafter | Tetanus-diphtheria (Td) booster should be given every 10 years or following a dirty wound if a booster has not been given in the preceding 5 years. | |

*Some doctors give one additional dose when the child is 6 months old.
**Only one shot is needed. Some doctors combine these vaccines in a single injection (MMR).

through the Center for Disease Control, and indirectly through the program for voluntary groups, coordinated by the National League for Nursing, which includes the PTA, the Red Cross, the Urban League, the YMCA, and many others. State and local union efforts can be of real value in helping to insure enforcement of immunization regulations, to assist school systems in surveying student records, and to promote supplemental immunization projects in schools, day-care facilities, union halls and other locations.

But the critical first step is for union parents to review their own and their children's immunization status and then to check promptly with their local public health clinic, union health center, or family physician for any shots needed.

Routine immunization against diphtheria, tetanus and pertussis in infancy or childhood has been widely advocated and generally practiced in the United States for the past 25 years. Its effectiveness is reflected in the marked decrease in cases and deaths from these three diseases.

**Diphtheria:** The reported annual incidence of diphtheria in the United States has remained relatively constant since 1962, although there was an increase (to 435 cases) in 1970 due to a few local epidemics. While diphtheria is generally uncommon, localized outbreaks continue to occur in many parts of the United States. Many of the reported cases are severe, and 10 percent are fatal.

Cases and deaths are reported in all age groups. Diphtheria toxoid does not change pharyngeal carriage of the organism, but it does significantly reduce the occurrence and severity of clinical disease when administered according to recommended schedules. Most cases occur in unimmunized or inadequately immunized persons. With adequate immunization, antitoxin persists at protective levels for 10 years or more.

**Tetanus:** Although its incidence in the United States has declined in recent years, tetanus remains an important health problem. In 1973, 101 cases of tetanus were reported; all occurred in unimmunized persons or ones whose immunization history was vague. More than half of the reported cases were in persons 50 years of age or older. The incidence of tetanus has slowly decreased over the last 20 years, but the case-fatality ratio has remained 60-70 percent.

Since there is no natural immunity to the tetanus toxin and since the tetanus organism exists everywhere, immunization is a universal requirement regardless of age.

Tetanus toxoid is an almost ideal immunizing agent. It is highly effective and provides long-lasting protection. Hypersensitivity reactions, uncommon with primary immunization, occur more frequently in persons who have received an excessive number of booster injections.

**Pertussis:** The severe complications and high mortality from pertussis in infancy are the major reasons for immunization early in life. The disease is highly communicable, and attack rates of up to 90 percent are reported for unimmunized household contacts. Most cases occur in infants and young children. In 1968, a typical year, nearly 79 percent of pertussis deaths occurred in infants less than 1 year old, and 40 percent of the total occurred in infants 3 months old or younger.

Cases and consequently deaths from pertussis have declined dramatically with increasingly widespread use of standardized pertussis vaccines beginning in the late 1940's. Because the incidence, severity, and fatality of pertussis decrease with age, pertussis immunization is not generally recommended for persons more than 6 years old.

**Primary Immunization:** *Children 2 months through 6 years:* The manufacturer's recommended dose of DTP given intramuscularly on four occasions, three doses at 6 to 8 week intervals with a fourth dose approximately 1 year after the third injection. Ideally, immunization should begin at 2 to 3 months of age or at the time of a 6-week "check-up."

*Schoolchildren and adults:* A series of three doses of Td* given intramuscularly with the second dose 6 to 8 weeks after the first, and the third dose 6 months to 1 year after the second.


Sound Investment.

Take stock in America.
Buy U.S. Savings Bonds.


**Booster Doses:** *Children 3 through 6 years (preferably at time of school entrance—kindergarten or elementary school):* One injection of the recommended dose of DTP intramuscularly.

*Thereafter and for all other persons:* The recommended dose of Td (adult) intramuscularly every 10 years. If a dose is administered sooner as part of wound management, the next booster is not needed for another 10 years. More frequent booster doses are not indicated and may be associated with increased incidence and severity of reactions.

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*Td (adult) is considered the agent of choice for immunization in school-age children on the basis of data regarding its adequacy in primary immunization of adults and because of increasing frequency of reactions to full doses of diphtheria toxoid with age.

## How a good idea can become a federal law

In a March 31, 1978 mailing by Congressman Harold T. (Bizz) Johnson of California's First Congressional District, Representative Johnson tells how ideas can become federal laws. With thanks to Johnson, we reprint his remarks.

More and more people are becoming interested in the operation of their governments. This is a trend which must be encouraged because we can achieve good and free government only by active participation by all our people.

Transforming an idea into a Federal law involves a complex and often time consuming process. This begins, of course, with the initial drafting and introduction of a bill. From this point until the legislative proposal is signed into law by the President, the bill is subject to constant scrutiny by many people in both the Legislative and Executive branches of government.

When a bill is introduced, it is referred to the legislative committee having jurisdiction over its subject matter. The committee, in turn, asks the Executive Department or Departments which would administer the proposal if it became law to study the bill and give their comments on the legislation, whether they would favor its enactment as drafted or as amended and what suggestions they might have for amendments.

When these departmental reports are returned, hearings are held by the committee or subcommittee. Proponents and opponents are heard as are the Executive officials who would administer the program. In each instance, the witnesses are subjected to strong cross-examination by Members of Congress who have served on the Committee for many years and have become experts in the field under consideration.

Following the hearings, the Committe Members decide the future of the bill. If a majority opposes the legislation, that is the end of the matter. If they support the legislation, a report is filed with the House of Representatives outlining the purposes of the bill, what its impact would be on the people and the government, and reasons why it should be adopted. Then the House of Representatives must debate and vote on the issue. Basically, the same procedure is repeated in the Senate and if amendments are made, the House and Senate Conferees meet to resolve any differences in the legislation. After this has been accomplished and both the House and Senate have approved identical language, the bill is forwarded to the President who must sign the bill personally before it becomes law.

# Wells on Health

By **Marion Wells**
Research Director,
American Physical Fitness
Research Institute

## Listening

Human beings " . . . tolerate stresses and pressure much more easily if at least one other person knows they are enduring it."

So writes James Dobson, Ph.D., in his book *"What Wives Wish Their Husbands Knew About Women."*

Others have noted that creative listening is an important way to say you care. The late Dr. Haim Ginott pointed out, "A parent who listens with attentiveness conveys to his child that his ideas are valued and that he is respected."

On the other hand, we often sense when our listener's mind is half on the pot roast, job problems or tomorrow's test. This can carry a powerful message, according to psychologist Joe Venema, Ph.D. "You don't care about me. I couldn't be important to you if my feelings and concerns aren't."

Listening requires putting aside your own agenda for awhile, Venema added. You need to really "attend" to the other person. "Body language" as well as words are important.

"To listen to somebody means getting inside of their experiencing," he said. "Listen for feelings as well as content."

"An involved listener also does a lot of talking. He (or she) uses words to "mirror back" what he thinks the other is saying. This sends a message back to the speaker, 'This person is really trying to hear what I'm communicating.' "

"Talking things out" may provide fresh perspectives in solving a problem. This can happen even if the listener has no specific suggestions to offer.

Whatever our age, feeling "cared about" is important to our emotional health.

"No man is an island." Listening is giving what we need to get. We all need to matter enough to someone for them to listen to us. But we also need someone to need us to listen.

## Camping

If you're camping or hiking in national parks or other places animals are waiting, it may be safer for both you and your supper if there are some things the four-footed residents don't "get wind" of.

An important precaution to take is leaving certain things at home. That includes cologne. Many animals, like people, find sweet things "attractive."

The same goes for "aromatic foods" such as strong cheeses, ham and bacon. Fix these and fellow campers may not be the only ones coming to see what's cooking.

Keep all food tightly sealed till right before mealtime. Animals can "get wind" of things people don't smell.

After eating, clean up the traces thoroughly or four-footed visitors may come and clean you out. Throw trash into bear-proof trash cans or other containers the campground provides. Or take it with you to the first appropriate facility you find.

Buried garbage attracts animals.

Store sealed food supplies out of sight in a locked car, preferably the trunk. Next best, if you've left your car, is hanging food from a tree, if one is available, as high up as possible. Experts urge that cooking, eating and food storage areas be a good safe distance away from your tent or sleeping area. Never bring food into your tent!

If animals do find your food, don't fight them for it, no matter what their size. You might get bitten or worse, and better the food than you. Even little chipmunks have extremely sharp teeth, and know how to use them.

Be wise, and try to avoid a whiff of trouble!

## Sugar

Who would argue that excess pounds piled on by virtually "naked" calories is a contribution anyone can do without?

Sugar accounts for an average of some five hundred calories a day in our diet, said nutrition expert Dr. Jean Mayer. That adds up to " . . . the energy equivalent of more than fifty pounds of fat per year for each of us!"

Today Americans eat more refined sugar than at the turn of the century. We eat less whole grains, vegetables and fruits. This may leave us with a nutrient minus.

Not only do we miss out on vitamins and minerals in fresh produce and whole grains, notes Dr. Mayer, but sugar's "frivolous" calories " . . . increase the requirement for certain vitamins, such as thiamine, which are needed to metabolize carbohydrates. They may increase the need for the trace mineral, chromium, as well . . . other foods need to show extraordinary 'nutrient density' to compensate for the emptiness of the sugar calories."

For these and other reasons, many experts recommend cutting down on sugar. But you've got to find it first.

Sugar is turning up in places many of us normally wouldn't think to look. Mayer calls it "omnipresent" in processed foods. That's where some seventy percent of our sugar sweetener intake comes from. It sneaks into everything from sauces and salad dressings to soups and cured meats. Consumers Union found eleven *different* names used for sweeteners among nine instant breakfast products (refiners syrup, dextrose, sorbitol, glycerin, lactose . . .).

It was reported that "Use of refined sugar in beverages is now second only to household use." Yet soft drink consumption had spilled milk out of second place by 1975 and was fighting coffee for first.

Try to eat more fresh food, including fresh fruits and vegetables, and more home prepared items. Don't forget to read those labels carefully. An ounce of prevention may help keep your intake from becoming your downfall!

# FOOD: FAST & LOOSE

**Fast food restaurant chains are taking an increasingly large chunk out of the sales of family markets. This trend has been spurred by the curious myth that one can eat out at a fast food unit almost as cheaply as eating at home. The actual cost difference is shocking.**

**Eating out at a fast food restaurant, in this case McDonald's, costs considerably more than buying products at a market and preparing meals of similar food stuffs at home.**

*Comparison Meal Values*

| | |
|---|---|
| Hamburger, French Fries, Soft Drink: | |
| McDonald's | .80 |
| Home Prepared | .45 |
| Hamburger, French Fries, Chocolate Shake: | |
| McDonald's | 1.00 |
| Home Prepared | .53 |
| Hamburger, French Fries, Soft Drink, Apple Pie: | |
| McDonald's | 1.05 |
| Home Prepared | .52 |
| Cheeseburger, French Fries, Soft Drink: | |
| McDonald's | .88 |
| Home Prepared | .50 |
| Big Mac, French Fries, Soft Drink: | |
| McDonald's | 1.25 |
| Home Prepared | .58 |
| ¼ lb. Hamburger, French Fries, Soft Drink: | |
| McDonald's | 1.15 |
| Home Prepared | .55 |
| Fillet of Fish, French Fries, Soft Drink: | |
| McDonald's | 1.05 |
| Home Prepared | .50 |

**As one can see the actual cost of eating out at a fast food chain costs at least twice as much as eating home prepared meals. The consumer should be made aware of the truth about the cost of eating at fast food units.**

# General Committee News

C. W. Reilly, signal maintainer, ICG, at Roodhouse, IL, stands by his track motor car on January 3, 1978 so Billy Joe Woodruff, general chairman, can take his picture.

B. E. Whitlock, traveling signal maintainer (left) receives instructions about a new magnetic padlock from Dean Lacy, signal supervisor, at Louisiana, MO.

D. C. Picou (left) assistant signal maintainer, and his brother D. F. Picou (center) signal maintainer, pause while gathering material at Higbee, MO, to listen to Signal Supervisor Lacy describe the new signal padlock.

## Woodruff makes Highrail trip over former GM&O

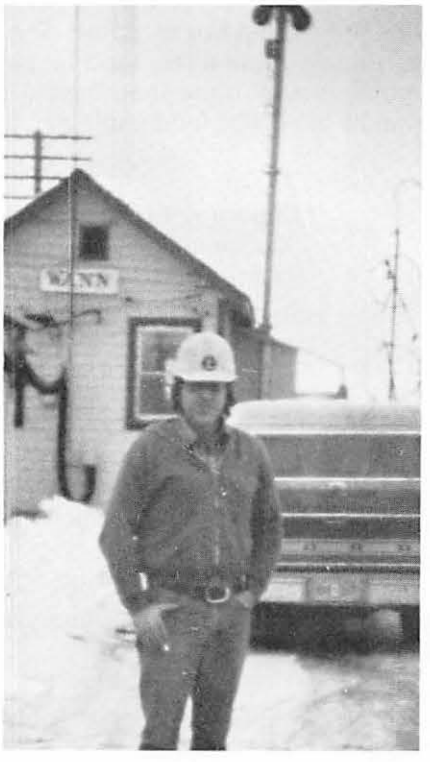
B. J. Woodruff, Illinois Central Gulf general chairman, took a rail trip January 31-February 3, 1978, with Division Engineer D. G. DeBerg and Supervisor of Signals R. D. Lacy. Brother Woodruff had the opportunity to visit with many of Alton Local 85's members on the Missouri division. The trip extended from Springfield, IL to Kansas City, MO and, on the return trip, from St. Louis, MO to Springfield, IL.

Before boarding "Highrail 5" in Springfield the first morning, Brother Woodruff visited with several ICG gangmen of various gangs and locals, who were working in the Springfield area, namely—H. F. Price, C. W. Jones, C. G. Moss, A. M. Sowers, R. S. Cox, J. B. Hankins, R. L. Everett, R. Cooper, R. Yarber, K. D. Lewis, Jr., D. Baker, J. Ferguson, J. C. Baird and M. Edwards.

Maintainers visited on the line between Springfield and Kansas City were: C. W. Reilly, Roodhouse, IL; B. E. Whitlock, Louisiana, MO; D. F. Picou and Assistant D. C. Picou, Higbee, MO; C. A. Rhodes, Marshall, MO; P. L. Monning (relieving L. C. Blair who was off because of illness) and Assistant C. S. Duffey, Higginsville, MO; and L. G. Pollard, Independence, MO.

Maintainers visited on line between St. Louis and Springfield were: J. W. Blair (relieving J. W. Graham who was off because of illness), Wann, IL; B. D. Blair, Godfrey, IL; J. O. Kieslar, Carlinville, IL; and J. D. Mitchell, Springfield, IL.

C. A. Rhodes (right) signal maintainer and Dean Lacy, signal supervisor, discuss work in progress on a switch circuit controller near Brother Rhodes' headquarters at Marshall, MO on February 1 of this year.




J. W. Blair, signal maintainer, is caught by General Chairman B. J. Woodruff's camera while on Brother Blair's relief assignment at Wann, IL on February 3.

P. L. Monning (right) signal maintainer and C. S. Duffey (center) assistant signal maintainer, were walking the pole line tying down floaters when B. J. Woodruff, ICG general chairman, and Dean Lacy, ICG signal supervisor, caught up with them on the Hi-Rail car. Brothers Monning and Duffey were on their way to change out battery wires at a signal location on their Higginsville, MO territory on February 1.

One of the well-kept semaphore signals between Clark and Kansas City, MO. Also note the pole line has no underbrush. Last December, the Federal Railroad Administration issued an order shutting down the line because brush had grown up into the signal pole line causing false-proceed signals. With the brush cut and cleared, FRA withdrew its closing order.

J. D. Mitchell (right) signal maintainer, at Springfield, IL on the former Gulf, Mobile & Ohio northern lines, discusses work with Supervisor Lacy. He was oiling pipeline switches when Woodruff and Lacy met him.

B. D. Blair (left) signal maintainer, is handed a new padlock key by Supervisor Lacy during a stop at Godfrey on February 3.

L. G. Pollard (left) signal maintainer was bonding a new switch installation when Signal Supervisor Lacy stopped by to point out features of the new padlock key. Brother Pollard's territory is in the vicinity of Independence, MO. Lacy and Woodruff met Pollard on February 2.

For many, the semaphore signal is a type used in by-gone days. Not so, however, on the Missouri division between Clark and Kansas City, MO. Here, the semaphore signal, with approach lighting, is still very much in use. Equally noticeable throughout the 136 miles is the pole line, recently cleared of all underbrush. Only in the distant past would its likeness go unnoticed.

The need on the Missouri division for several hundred additional motor car setoffs and repairs to many of those in existence now is a condition which prevails throughout the system. According to notes taken, there is approximately one useable setoff for every 3.6 of the 378 track miles traveled. The Alton and Kansas City districts had noticeably fewer setoffs than did the other districts traveled.

Notwithstanding underbrush in some of the pole line yet, lack of motor car setoffs and vandals, who are taking their toll on material and man-hours, to mention only a few things that fail to make the job more pleasant, the signal and traveling maintainers are keeping the signals operating and looking very well and are to be commended for doing a superb job.

Thanks are extended to all concerned for making it, in spite of the snow covered ground and frigid temperatures, a very warm and gratifying trip, reports B. J. Woodruff.

D. G. DeBerg (left) division engineer, ICG, receives a handshake and a word of thanks in front of HighRail 5 for coordinating the 4-day trip for B. J. Woodruff, ICG general chairman.

R. D. Lacy (left) ICG signal supervisor, also receives an expression of appreciation from B. J. Woodruff, ICG general chairman, for the much needed information he furnished to Woodruff throughout the trip.

Members listening to Harvey Parker discuss his role in Local 3's operations after they voted to transfer jurisdiction to the C&O-GTW general committee. Shown here (left to right) are: James T. Taylor, Larry Orich, Craig Van Valey, Wilbert L. Archer, Walter W. Altus, Jr., BofRS vice president; James H. Walker, local chairman; James R. Rohl, Melvin E. Lorenz, Mike Lewman and James A. Wendell.

## IHB Local 3 elects new officers; joins C&O-GTW

Indiana Harbor Belt Noble Lodge 3 held a special meeting on April 5 at which time new officers were elected. Also members voted to transfer jurisdiction over their membership from the Penn Central System Committee to the Chesapeake & Ohio-Grand Trunk Western General Committee.

Newly elected officers are: Walter S. Carlson, local president; Wilbert L. Archer, first local vice president; James R. Rohl, second local vice president; Larry A. Bruckman, recording and financial secretary. The local grievance committee consists of James H. Walker, local chairman; and members Craig Van Valey and Mike Lewman. The three trusees elected are James A. Wendell, Melvin E. Lorenz and Larry Orich.

Vice President W. W. Altus, Jr., and W. W. Lauer, grand lodge representative, provided guidance and counseling when requested during the meeting. Following the election, Harvey H. Parker, C&O-GTW general chairman was called upon to address members. He said he would work with the members and their elected officers to provide them with representation. He said he planned to return to the area and get acquainted with IHB officials. He stressed the importance of communications among the members, their elected officers and the general chairman.

Following the meeting, Mrs. Doloris Walker served coffee and cake, which was decorated with a train and the words, "Welcome to Local 3 Mr. Parker."

Craig Van Valey (left) and Wilbert L. Archer listen to discussion at the Noble Lodge 3 meeting in Calumet City, IL.

Mike Lewman (left) and James A. Wendell were interested in the proceedings of Local 3.

Harvey H. Parker (standing) thanks the members for electing him to represent them as general chairman by voting to have their Local 3 transfer to the C&O-GTW general committee. At left is Larry A. Bruckman, recording & financial secretary, and at the right is Walter S. Carlson, Local 3 president.

W. W. Lauer (left) BofRS grand lodge representative, make a point as James T. Taylor (center) and Larry Orich listen.

Trustees elected at the meeting included James A. Wendell (left), Melvin E. Lorenz (center) and Larry Orich.

Shown here are (left to right); Larry Orich, Harvey S. Parker, C&O-GTW general chairman; James R. Rohl, W. W. Altus, BofRS vice president (in rear); and Melvin E. Lorenz.

Posing for TSJ camera are (standing, left to right): James H. Walker, local chairman, Noble Lodge 3; Walter S. Carlson, local president; James R. Rohl, second local vice president; Wilbert L. Archer, first local vice president, Mike Lewman, member of the grievance committee; Larry A. Bruckman, recording & financial secretary; James A. Wendell, trustee; and Craig Van Valley, member of the grievance committee. Seated (left to right) are: Walter W. Altus, Jr., BofRS vice president; Harvey H. Parker, general chairman, C&O-GTW-IHB; Melvin E. Lorenz, trustee; and James T. Taylor.

Before the "welcome cake" for Harvey Parker (second from right) was cut, Walter S. Carlson (left) local president, Mrs. Doloris "Dee" Walker (cake maker) and Jim Walker, local chairman, paused for the TSJ camera.

Harvey H. Parker, general chairman C&O-GTW-IHB general committee, cuts his "welcome cake" made by Mrs. Dee Walker to honor Parker on becoming general chairman of Indiana Harbor Belt Noble Lodge 3.


# Don't Take Chances With Their Health

## Immunize now against these dangerous childhood diseases

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**RUBELLA • DIPHTHERIA**
**TETANUS • PERTUSSIS**

**See your doctor or health department for more information**

# Local Lodge News

## C&NW Local 130 retirement party

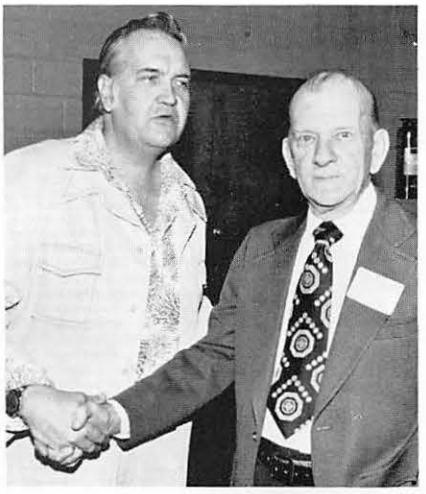
Florence and Kenneth Emerson are looking at John Hansen's pictures.

Chicago & North Western signalmen gather to chat at Local 130's retirement dinner at the VFW Home in Des Plaines, IL. Shown here (left to right) are: Arthur G. Helt, Gus A. Norlander, Charles J. Chamberlain, former president Brotherhood of Railroad Signalmen and now Labor Member, Railroad Retirement Board and a member of C&NW Illinois Lodge 108; Denzil D. Doty, and John E. Hansen, BofRS director of research.

Caught by the TSJ camera are Mabel Chlapaty (left), Arthur G. and Esther Helt.

Arthur G. Helt (left) stops to chat with Gus A. Norlander.

Retired members (standing, left to right) are: Kenneth Emerson, Herman DeSmidt, Oscar J. Sauer, Gus A. Norlander, Arthur G. Helt, Frank Curylo, Arthur Davidson, Jim Skluzacek, Denzil D. Doty, Joseph Chlapaty, and Frank Sluga. In the front row (left to right) are: Ray Ong, Howard F. Fyfe, Leon Knollmeullar and Frederick D. King.



Henry J. DePaepe, Jr. (left) was caught looking into space, but he did warmly greet Brother Arthur Davidson.

Eleanor Skluzacek with Bertha and Howard Fyfe were caught by the TSJ camera.

Shown here (left to right) are: Mrs. Fern Doty, Mrs. J. Erickson, Leon and Helen Knollmeullar.

"Ches" and Bess Budzon meet Denzil Doty and Ollie Coker at the C&NW Local 130 retirement dinner.

Greeting everyone was Ollie V. Coker (on the far right). Harold Bohl (left), Oscar and Dorothy Sauer meet him.

## B&LE members form a local, join B&O

Thirteen members of the Brotherhood of Railroad Signalmen Grand Lodge Local 200, working on the Bessemer & Lake Erie, met on April 24 in Greenville, PA and voted to form a new local. They also voted to join the Baltimore & Ohio general committee and be represented by General Chairman J. R. McDonald.

The following officers were elected at the meeting at which members of the local were present:

—Local president: James A. Bush

## El Paso Lodge 182

Shown here at the El Paso Lodge 182 picnic are (squatting, left to right): Thomas M. Baker and Rollin H. Lang. Standing (left to right) are: Donald B. Yandell, Kenneth L. May, Floyd P. Rasco, Gary L. Keith, Brother Bowie, Odell Baker, James E. Hein, P. E. Nickel, Jr., William M. Dearen, Jr., Melvin "Pete" Frye, BofRS vice president; Clayton E. Crumley, Jeffrey L. Stevenson, Jack Turner, Patrick O. Gowen, and W. B. Lindsay.

## Robertson Lodge 206

K. D. Lamb traded in his battered Coors beer cap to Witt Harwell for a BofRS golf cap.

Shown here are members of Robertson Lodge 206 at a meeting in Houston, TX. Standing (left to right) are: J. S. Duplichan, general chairman; F. Patterson, local president; D. L. Kemp; J. G. Freeman, local chairman; Walter W. Altus, Jr., BofRS vice president; D. K. Robertson, local chairman; M. E. Giger; K. R. Shaver; J. R. Fontenot; J. L. West; C. W. Stuart; and P. J. McLean. In the front row are (left to right): James R. Dean, local chairman; P. E. Younger; K. D. Lamb; K. D. Ross (rear); Russell W. Burkett (front), recording and financial secretary; E. J. Markle and K. E. Colunga.

Witt B. Harwell (standing) BofRS vice president, brought Local 206 members up to date on wage negotiations and other current matters. Also shown here are (from the left) Russell W. Burkett, recording and financial secretary; Harwell; F. Patterson, local president; J. S. Duplichan, general chairman; and Walter W. Altus, Jr., BofRS vice president who is a member of Local 206.

—First vice president: David K. Vogan

—Second vice president: Richard D. Flinn

—Recording & financial secretary: John H. Enterline

—Sergeant-at-arms: Lewis Williams

—Chaplain: Robert Jones

—Board of trustees: Thomas H. Boyer, chairman; Clifford P. Boyer and Carl F. Haynes, members

—Local chairman: James A. Bush

—Grievance committee: R. D. Flinn and John H. Enterline, members.

The local charter with No. 15 assigned was presented to Brother Bush by Witt B. Harwell, BofRS vice president. All 13 members then signed the new charter.

John R. McDonald, B&O general chairman described the B&O general committee and explained the new dues increase of his committee.


**CONSTRUCTION ENGINEER**

Boston & Maine RR seeks experienced Signal Construction Engineer. The successful applicant will have demonstrable skills in planning, scheduling, installation and administration. Leadership skills essential. Salary commensurate with experience-excellent fringe benefit package. Salary range mid to upper twenties.

Reply with resume to:
N. P. Wesley, Director
Personnel Administration
Boston and Maine Corp.
Iron Horse Park
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# Interlocking: Basic Circuits

To reverse a switch, Figure 909, the operator moves the switch lever to the R position. Negative NL of split battery applied through the RC contact on the lever drops magnetic-stick relays CWZR and WZR to call for the switch machine to operate to the reverse position for a move onto the branch line.

If the operator leaves the switch lever in the center position, Figure 910, both sides of split battery, NL and BL, are applied through lever contacts NC and RC to hold LKR relay energized. Lock indication light LE, controlled over a back contact of the LKR relay, cannot be lit. Switch-out-of correspondence light WE will be lit, indicating that the position of the switch lever does not correspond with the position of the switch machine. The WE lamp is controlled over a back contact of either NWCR or RWCR, the normal or reverse switch correspondence relays, respectively, and switch lever contacts normal or reverse.

## CLEARING A SIGNAL

Signal control relays LGZR and RGZR, for clearing signals to the left or right respectively, are biased-neutral relays. They will pick up only when voltage of the proper polarity is applied to their windings. LGZR and RGZR repeat the left or right position of the signal lever only if the switch lever is in correspondence with the CWZR relay. This check of correspondence between the switch lever and relay CWZR, known as the route-check feature, insures that a signal cannot be cleared over an unintended route if the CWZR relay, and consequently the WZR relay, since they operate in series, do not follow the position of the switch lever.

The circuit in Figure 911 shows the condition that exists when signal lever 1 has been positioned to the right to clear signal 1R over the switch reverse for a branch-line move. Positive BL of split battery is applied through R contact of the signal lever, R contact of the switch lever and back contact R of CWZR to check the switch lever in the reverse position. Relay RGZR picks up and is then stuck up through a circuit which bypasses the switch lever and CWZR contacts, thus preventing putting signal 1R to stop by unintentional operation of the switch lever.

When signal 1R has cleared, right red signal repeater relay RRPR drops closing its back contact, Figure 911, to apply EB to right signal clear indication lamp RGE. Lock- indication lamp LE, controlled over a back contact on LKR, is lighted to indicate that the switch is over and locked.

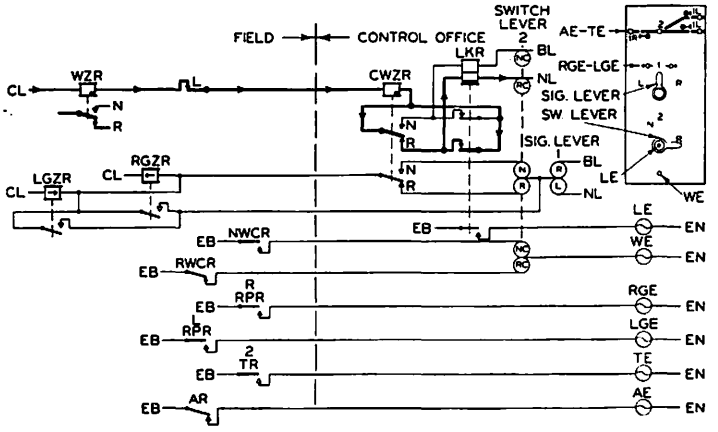



Fig. 909: Relay interlocking control and indication circuits, switch reverse.

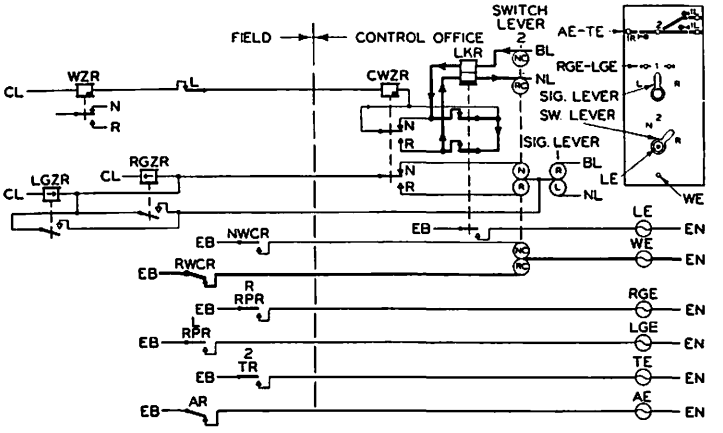



Fig. 910: Relay interlocking control and indication circuits, switch lever in center position.

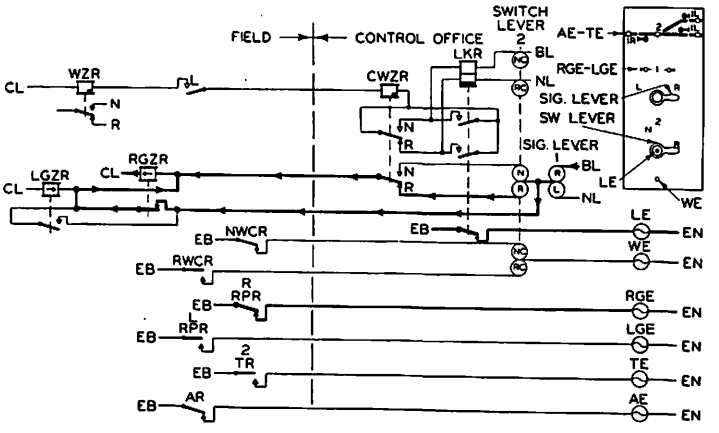



Fig. 911: Relay interlocking control and indication circuits, signal 1R cleared.

# DO NOT BUY!

## National Boycotts Officially Sanctioned by the AFL-CIO Executive Council

**All trade unionists and their families are asked not to patronize the products and services of the unfair firms listed below. List current as of first day of month of publication. Subject to change.**

### AMERICAN BUILDINGS, INC.—METAL BUILDINGS

Metal structures including storage buildings, warehouses, etc.—UNITED STEELWORKERS OF AMERICA.

### BARTLETT-COLLINS COMPANY—GLASSWARE

Glass products including drinking glasses, mugs, etc.—AMERICAN FLINT GLASS WORKERS UNION.

### COORS BREWERY—BEER

AFL-CIO BREWERY WORKERS D.A.L.U. 366 is on strike at Coors Brewery in Golden, Colorado for decent working conditions.

### CHARLES MANUFACTURING COMPANY—FURNITURE

Coffee tables, end tables and similar items—these are sold under the FOX brand name—UNITED FURNITURE WORKERS OF AMERICA.

### CROFT METALS, INC.—HOME BUILDING PRODUCTS

Aluminum and vinyl doors and windows including storm doors and windows, bathtub enclosures, patio doors, ladders, camper products and building specialty products—UNITED BROTHERHOOD OF CARPENTERS AND JOINERS OF AMERICA.

### DAL-TEX OPTICAL CO.—PRESCRIPTION GLASSES, CONTACT LENSES, FRAMES

Eyeglass lenses, frames, contact lenses, sunglasses, safety glasses sold through optical retailers—INTERNATIONAL UNION OF ELECTRICAL, RADIO AND MACHINE WORKERS.

### HUSSMAN REFRIGERATOR - PET INC. REFRIGERATORS, FOOD PRODUCTS

Pet Dairy products, Whitman chocolates, Musselman fruit products, Downyflake breakfast foods, Sego diet food.—UNITED STEEL WORKERS OF AMERICA.

### J. P. STEVENS & CO.—TEXTILE PRODUCTS

Sheets and pillowcases, carpets, comforters and quilts, table linen, hosiery, towels, blankets, fabrics, etc.—AMALGAMATED CLOTHING AND TEXTILE WORKERS UNION.

### KINGSPORT PRESS—PRINTING

Book printer and its major customers including Field Enterprises Educational Corporation, publishers of *World Book, Childcraft.* Also, *Encyclopaedia Britannica,* Inc. including *Britannica, Jr.* and *Great Books of the Western World*—GRAPHIC ARTS INTERNATIONAL UNION; INTERNATIONAL PRINTING AND GRAPHIC COMMUNICATIONS UNION; INTERNATIONAL ASSOCIATION OF MACHINISTS; INTERNATIONAL TYPOGRAPHICAL UNION.

### MASON-TYLER MANUFACTURING COMPANY—FURNITURE

Household furniture—UNITED FURNITURE WORKERS OF AMERICA.

### R. J. REYNOLDS TOBACCO COMPANY—CIGARETTES & TOBACCO

Brand names: Winston, Salem, Camel, Doral, Vantage, More, Now, and Real Cigarettes; Winchester Little Cigars; Prince Albert Smoking Tobacco—TOBACCO WORKERS INTERNATIONAL UNION.

### RYLOCK COMPANY, LTD.—RIVETING MACHINERY

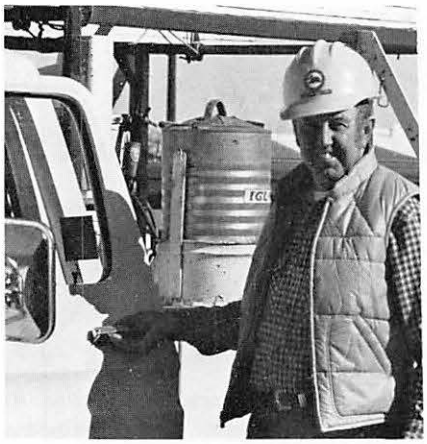
Riveting machinery — INTERNATIONAL ASSOCIATION OF MACHINISTS AND AEROSPACE WORKERS.

### WINN-DIXIE STORES—RETAIL FOOD STORES

Food and grocery stores, including Foodway, Inc., Kwik Chek and Buddies stores.—BAKERY & CONFECTIONERY WORKERS INTERNATIONAL UNION; RETAIL CLERKS INTERNATIONAL UNION; AMALGAMATED MEAT CUTTERS AND BUTCHER WORKMEN.

**UNION LABEL AND SERVICE TRADES DEPARTMENT AFL-CIO**

# News About Members



Brother Whitney has a truck to carry his tools and equipment as well as two-way railroad radio.

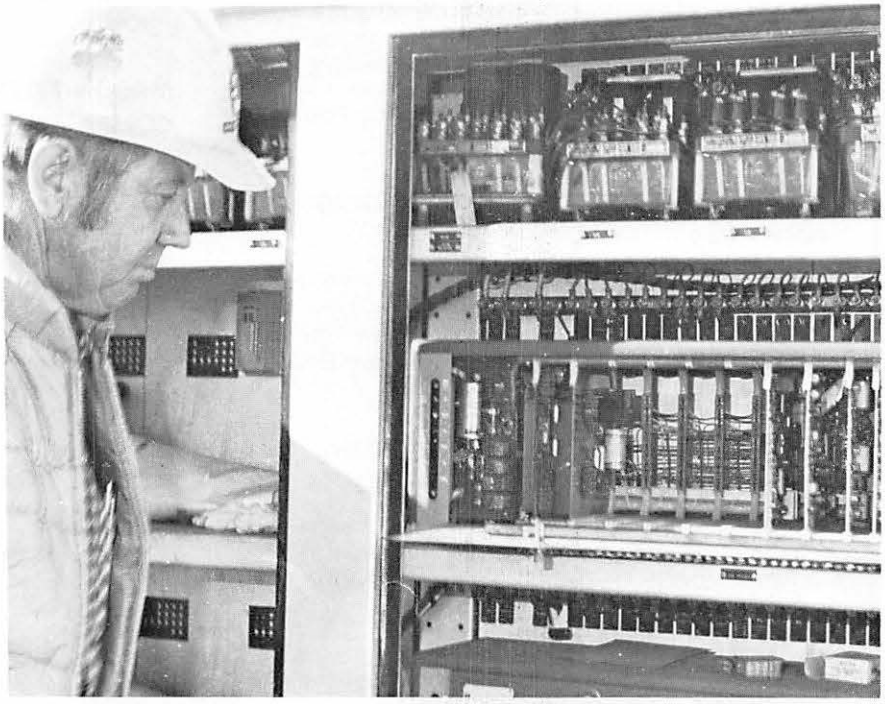
Portion of mainline where Brother Earl Whitney maintains the signal system.

## SP signal maintainer sees many changes

Earl Whitney, signal maintainer at Lancaster, CA for the Southern Pacific, has seen many changes on the railroad since he joined the signal department in 1941. He spent four years in a signal gang and was leading signalman when he bid for the maintenance job at Tehachapi. Brother Whitney stayed there for 10 years. He became signal maintainer at Lancaster in 1955 and at that time he had 22 miles of mainline with block signals and a couple of crossings with wigwags. He used a track motor car to cover his territory. Now he has 14.5 miles of mainline, 12 sets of gates and flashers at rail-highway grade crossings, one hotbox detector and an interlocking plant. Also, he has 48 miles of the Palmdale-Colton cutoff with 13 sets of gates and flashers at highway crossings, two hotbox detectors and one dragging equipment detector.

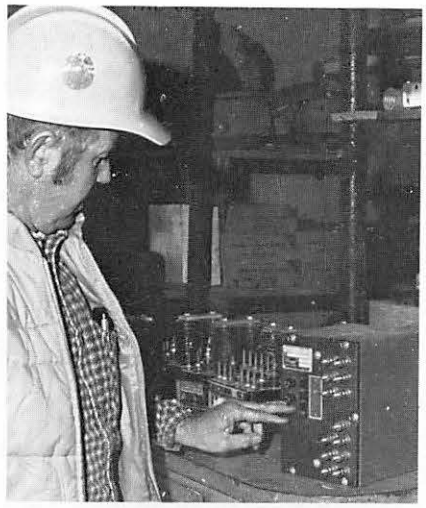
Brother Whitney is active in the Brotherhood of Railroad Signalmen. For six years he was local chairman of Los Angeles Lodge 104 during the 1960s.

Our thanks to the Antelope Valley Press for use of pictures taken by Darlene Phillips, associate editor.



Brother Whitney inspects control equipment at a rail-highway grade crossing.

Aluminum gate arms as well as wood gate arms are used at rail-highway grade crossings. Brother Whitney has a supply at his headquarters to replace arms broken by motorists.



Brother Whitney checks spare equipment at his headquarters available for prompt replacement in case of trouble.

## Retired signalman honored by Sportsman Club

Clarence "Champ" Snell, retired former Erie Lackawanna signalman, has been chosen "Man of the Year" by the Lou Costello Sportsman Club of Paterson, NJ. Brother Snell, a retired member of ConRail Two Rivers Lodge 88, has been active for 30 years with the youth of Paterson in sports activity as instructor, umpire or referee in baseball, boxing and bowling. He is a boxing instructor for junior boys at the Sportsman Club. In his youth as an amateur and professional boxer, Brother Snell had over 200 fights winning most of them. He also played semi-pro baseball and soccer, but soon turned to teaching sports to younger boys, an activity he has been doing ever since.

## Swimming pool results from signalman's will

Casselton, ND, will have an olympic size swimming pool for use by all its citizens because a former Great Northern signalman provided funds for construction of a "suitable monument" in memory of himself and his wife. Emil Nickl, who died in 1975, worked at Spring Brook, ND. The executor of the will, Casselton State Bank and its president R. T. Carley were empowered to find a suitable use for Nickl's money. Casselton needed a swimming pool, and "this will be something that all the citizens of Casselton can enjoy through the years," Carley said. District Court Judge Radetzke approved the $150,000 disbursement of Nickl's funds with the stipulation that the swimming facility be named "Nickl Pool."

Nickl's will also provided $10,000 to the North Dakota Community Foundation, a public non-profit corporation which distributes charitable funds to benefit North Dakotans.

Robert Dau, signal maintainer for Burlington Northern at Casselton, reports that Emil Nickl came from Mikelsdorf, Czeckoslovakia, although his ancestry was German. Our thanks to Brother Dau for this interesting story of a signalman who really relieved in Brotherhood.

As we to go press, the Casselton Park Board is asking for bids on construction of the pool.

## Signalman saves life at farmhouse fire

ConRail signalman Phil Groves on his way home from work said "I feel that anybody else would have done what I did." What he did was see three small children standing in a snow-covered yard without hats and coats wave to him. Upon closer examination he saw smoke coming from the house, and a woman trying to crawl from a second story window. He took a 20-ft. extension ladder from his truck and put it against the house so the woman could climb down to safety.

BofRS members of Rapid Transit Lodge 60 of Port Authority Trans-Hudson are shown during a break in one of the signal training classroom periods. Shown here (left to right) are: D. Sterzel, T. Vorndran, R. Saul, O. Vason, J. Reilly, E. Munday, M. Breen, G. Uhles, and G. Vincelli.

## Signalman's daughter to have movie role

Louise LeTourneau, daughter of signalman Paul J. LeTourneau of Elkhart, IN, has been chosen by actor Burt Reynolds, to be in his film "The End." Ms. LeTourneau, who attended Indiana State University, has been an actress and assistant director for productions at the Manatee Dinner Theatre in Port Salerno, FL. Her father, Brother LeTourneau, is employed by Conrail (former New York Central) and is a member of Elkhart Lodge No. 83.

## Retired signalman writes of boyhood days

Jim Craig, a retired signalman for the Missouri Pacific, writes a column for Capper's Weekly, a farm magazine distributed from Topeka, KS. A native-born Kansan, he has had about 100 of his columns published in a book titled "When I was a boy." His column tells of boyhood experiences, but always ends with a comment about the contrast with today's world.

In one column, he mentions that his mother plugged a hole in a washtub boiler with flour and water mixed to a stiff dough. A new boiler would have cost $1.25. He ended his column by saying he priced a "dented, much used, bent-up wash boiler in an antique shop." The proprietor told him the price for the boiler was $35. Craig says he walked out of the shop without buying. For those interested in easy-to-read, enjoyable writing, drop a note to Jim Craig, 421 Gharkey St., Santa Cruz, CA 95060.

Clare and Bob Park are enjoying one of the many activities of the community organizations of which he is a member.

## Signalman Park becomes mayor in New Jersey town

Robert B. Park, 71, retired BofRS general chairman for the former Pennsylvania, was appointed mayor of Lower Township, NJ, effective January 1, 1978. Brother Park began active political life in 1975 when he was elected a member of the Lower Township Committee for an unexpired term of one year. Brother Park, a Democrat, was elected in a normally Republican area, and the Democrats swept into office the following year. In 1976 he was elected for a full 3-year term. Also, he was appointed deputy mayor for the year 1977 and was elevated to mayor for this year.

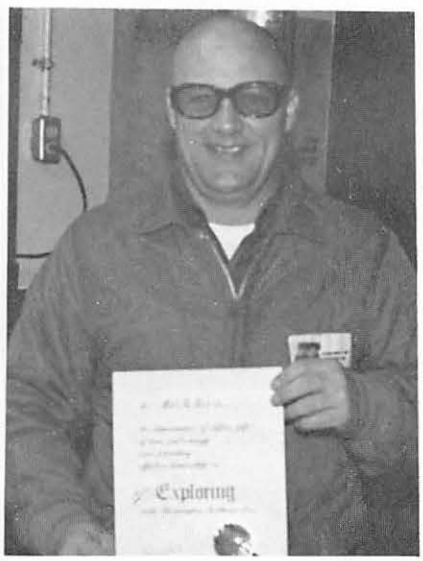
Lower Township, in the Cape May area of southern New Jersey, has a population of 16,000. As mayor, Brother Park heads the departments of administration, public safety and public works.

In addition to his civic duties, he finds time to be grand knight of the Stella Maris Council in Erma, president of the Catholic Knights of St. George, Lodge 349, and a member of other community organizations.

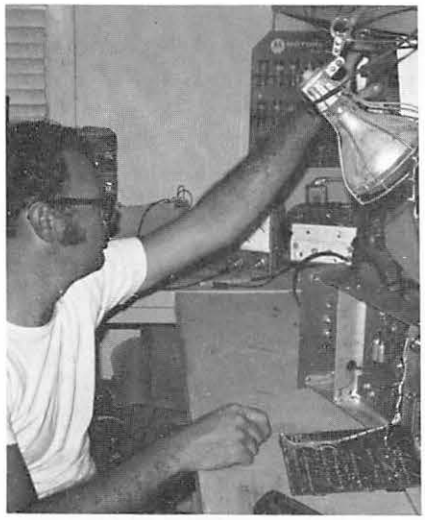
Park says that because he is retired he has more time to spend on local government concerns. "When you get to be an old codger like me you can do that. These young guys all have families to support," Park said.

Brother Park, a native of Camden, NJ, joined the Pennsylvania as a telegraph & signal helper in 1926. At the time of his election as general chairman in November 1953, he was a maintainer on the Philadelphia Terminal division. In 1942, he was elected local chairman of Philadelphia Lodge 18 and two years later elected vice general chairman, eastern region. He retired in December 1972.

CONRAIL: **R. C. Phinney,** a member of Cone Lodge 90 and working in the Boston terminal area, has retired. **Arthur E. Lowell,** a member of Pitt Lodge 112 and a resident of Bristol, IN, has retired.



Mel Diers, signal maintainer at Steel, ND, holds the Burlington Northern Boy Scout Exploring Certificate received from BN Chairman L. W. Menk. Brother Diers was honored for his time and efforts in providing effective leadership in exploring. He is committee chairman for BN Law Enforcement & High Adventure Explorer Post 577, at Steele. Brother Diers, a member of St. Paul Lodge No. 87, was recently presented with the coveted Silver Beaver Award for the Northern Lights Council, Boy Scouts of America. (Photo courtesy of BN Twin Cities Region News).



In the signal shop, Electronic Technician Wayne Wright repairs a Rol-Kode counter unit, part of the remote control system mechanism used in CTC.

Always on call, Signal Maintainer David King climbs into his truck to answer a need for signal maintenance.

High above the ground, Signal Maintainers Danny Kemp and James Dean test voltage on a block signal. HB&T signalmen are members of Robertson Lodge 206.

# Houston Belt & Terminal signalmen at work

*Our thanks to Jim Johnson, editor, The Belt, of Houston Belt & Terminal for the pictures and information.*

Houston Belt & Terminal signalmen check circuits of new automatic gates were installed at a rail-highway grade crossing in the Houston, TX area. Shown here (left to right) are: Joe Lara, Dwayne Hagemeier and George Drake. They are members of Robertson Lodge 206.

Foreman Richard Sanders communicates with the control operator to obtain permission to complete his gang's work safely.

Signal Inspector I. D. Baxley makes a DOT-required test of signal relays.

BALTIMORE & OHIO: **Harry N. Cannon,** a resident of Lawrenceville, IL, and a member of Winton Lodge No. 94, has retired.

BOSTON & MAINE: **Maurice Welterlen** of Fitchburg, MA and **G. L. Park** of Melrose, MA have retired. Brothers Welterlen and Park are members of Bay State Lodge 120.

BURLINGTON NORTHERN: **Ornell Danielson** of Minot, ND and **Robert Ruud** of Minneapolis, MN have retired. Brothers Danielson and Ruud are members of Great Northern Lodge 154. **George W. Allison,** a member of Aurora-Galesburg Lodge 103 and a resident of Rochelle, IL, has retired.

CHICAGO & NORTH WESTERN: **Charles Jameson,** a resident of Neenah, WI and a member of Madison Lodge 39, has retired. **Theodore E. Budzon** of Melrose Park, IL and **Joseph E. Goyke** of Chicago, IL have retired. Brothers Budzon and Goyke are members of Lodge 130. **Clifford Christianson** of Warrens, WI, and a member of Omaha Lodge No. 168, has retired.

Brother Angelo D. Colaianni (center) receives the special 100% Plus Award from Baltimore Regional Red Cross Chapter Chairman George B. Haukins. Brother Colaianni's wife, Evelyn also shared in the presentation, which marked his donation of 75 pints of blood to Pulse and the Baltimore Regional Red Cross Blood Program. Brother Colaianni will have donated 10 gallons of blood by the end of this year. He is an Amtrak employee and local chairman in Tuxedo Lodge 65.

CONSOLIDATED RAIL CORP.: **Frank C. Scarlata** of Long Branch, NJ, and a member of McAdoo Lodge 54, has retired. **Leroy W. Dailey,** a member of former Lodge 112 and a resident of Aspinwall, PA, has retired. **F. P. Nicosia** of Brocton, NY, and a member of Steadfast Lodge No. 35, has retired. **Harry R. Huber** of Jim Thorpe, PA, and a member of Rainbow Lodge No. 57, has retired. **John H. Frankenfield** of Lansdale, PA and a member of Liberty Lodge 53, has retired. Brother Frankenfield worked for the former Reading.

GRAND TRUNK WESTERN: **L. E. Sitzer,** a member of Durand Lodge 14 and a resident of Grand Haven, MI has retired.

KANSAS CITY SOUTHERN: **Edward Verleye** of Pittsburg, KS and a member of Lodge 185 has retired.

LONG ISLAND: The following members of Aeriel Lodge 56 have retired: **William E. Fredericks of Naples, FL; Robert Godek** of Smithtown, NY; **Harry R. Hugler** of Rosedale, NY; **J. F. Mulvihill** of Franklin Square, NY; and **Lawrence J. Petrucci** of West Babylon, NY.

LOUISVILLE & NASHVILLE: **Clifton Webster** of Williamstown, KY and a member of Latonia Lodge 176 has retired.

MILWAUKEE ROAD: **Gerald W. Stedman** of Summit, SD and a member of Minneapolis Lodge 220 has retired.

NORFOLK & WESTERN: **M. L. Featherstone** of Moberly, MO and a member of Wabash Lodge 55 has retired. **James A. Hammond** of Wheelersburg, OH, and **G. W. Epperly** of Christiansburg, VA, have retired. Brothers Hammond and Epperly are members of Goodwin Lodge No. 77.

SANTA FE: **R. A. Sumner,** signal maintainer at Canadian, TX, and a member of Rocky Mountain Lodge No. 161, has retired.

SOUTHERN: **J. M. Lamb** of Greenville, SC, and a member of Walters Lodge No. 110, has retired.

SOUTHERN PACIFIC: **C. J. Livak** of Tulare, CA and a member of Los Angeles Lodge 104 has retired. **Wallace E. Hoffman** of Glendale, CA, and **H. M. Shappard** of Pomona, CA, have retired. Brothers Hoffman and Shappard are members of Los Angeles Lodge No. 104.

TEXAS & PACIFIC: **James D. Wood** of Jefferson, TX, and a member of Ft. Worth Lodge No. 141, has retired.

*The Brotherhood Of Railroad Signalmen Group Term Life Insurance Plan*

*Over $80,000 in benefits paid since 1975*

Many Brothers have taken advantage of the Brotherhood of Railroad Signalmen Group Term Life Insurance Plan which offers them from $10,000 to $50,000 in supplemental group term life insurance at economical rates. Spouse and family coverages are also available. And, an added feature of which all Brothers should be aware . . .

**15% BENEFIT INCREASE**

*June 1, 1978 through May 31, 1979*

During this period all member benefits are automatically increased by 15% with NO INCREASE IN PREMIUM. This means that Brothers insured for $10,000 actually carry $11,500, $20,000 coverage increases to $23,000, and so forth. This increase applies both to Brothers currently insured and those who apply during this period.

For more information on this important membership benefit you should contact:

Brotherhood of Railroad Signalmen
Group Insurance Trust Administrators
Suite 3220, 180 N. LaSalle Street
Chicago, Illinois 60601

*CALL TOLL FREE (800) 621-9903*
*Illinois residents call (312) 726-9122*

Attn: Mrs. Barbara Abuasabeh

# Signalman's Worksheet

# Interlocking: Basic Circuits

## OS INDICATION

When a train has accepted the clear signal, it moves into the interlocking plant. When it has just passed the home signal it arrives on the OS track, dropping track relay 2TR, Figure 912. Lamp energy is thus applied to light lamp TE indicating that a train is on the switch track circuit.

When the train passes the home signal, the signal goes to red and right red signal repeater relay RRPR picks up, opening the circuit to lamp RGE.

## PRECONDITIONING—ITS PREVENTION

Preconditioning a route through the plant, that is, moving the switch lever in position for a second train while the first train is occupying a conflicting route, is prevented by the circuit arrangement shown in Figure 913. With preconditioning, the levers on the control machine can be lined up for a following move, so that when the first train clears the home signal the new route is immediately set up.

To prevent preconditioning of the switch control when the locking in the field is in effect, the circuit is organized in such a manner that if the position of the switch lever is changed when the LKR relay is deenergized, due to the L relay being down, the WZR and CWZR relays will not assume the new position called for by the switch lever when locking becomes released and the L relay picks up to close the circuit in the field.

Referring to Figure 913, the L relay contact will be open when the signal is clear. This allows LKR to close its back contacts. CWZR, a magnetic stick relay, remains in its last-operated position. When the train leaves the interlocking, L relay picks up, but with the circuit from BL through switch lever contact NC still open at the contacts on LKR, a change in switch machine position cannot be effected. The circuit therefore insures that the switch lever must be returned to the reverse position to correspond with the position of the CWZR relay and thus the switch machine. After this correspondence is established and the LKR relay picked up, the switch lever can be moved to N and the CWZR and WZR relays will follow.

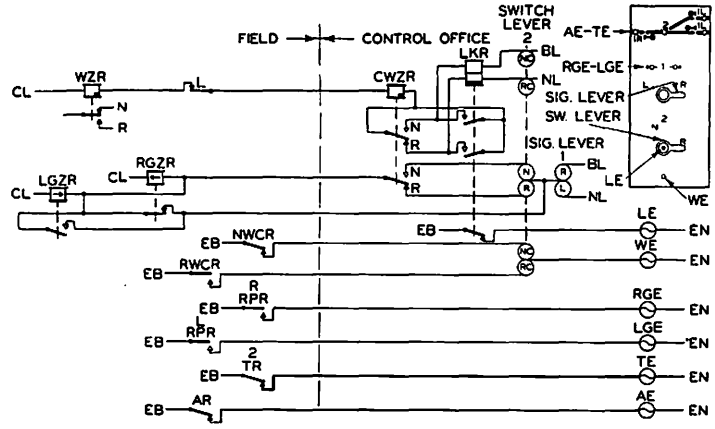



Fig. 912: Relay interlocking control and indication circuits, train passing signal 1R.

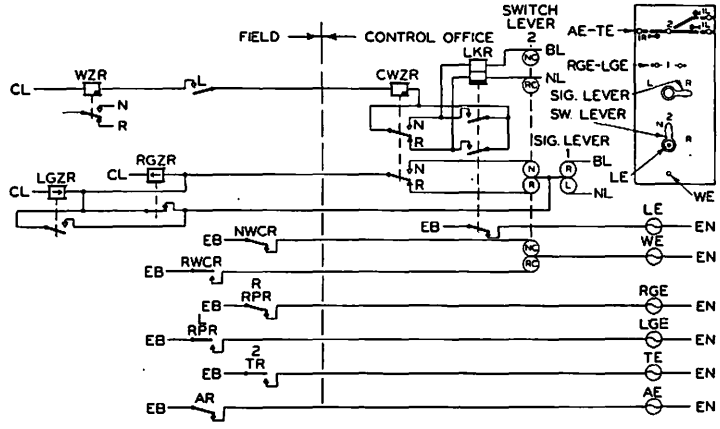



Fig. 913: Relay interlocking control and indication circuits, preventing preconditioning.

*Information and drawings furnished by General Railway Signal Company.*

# Determine your rights under FELA

Members who are injured on the job and the dependents of those members who have been killed or have died as the result of such injuries should by all means ascertain their rights and benefits under the Federal Employers' Liability Act before attempting any settlement with the railroad.

Below is a list of attorneys who, on the basis of information made available to us, are competent to give full information and assistance to those in need of it.

This list is compiled and maintained on the strength of information furnished us by both attorneys and members. The accuracy of the list that we will publish from time to time depends entirely on the information furnished us. Therefore, everyone concerned is urged to keep us informed regarding cases handled, nature of the case, terms of the settlement, commendations, criticisms, etc.

**This information should be forwarded to R. T. Bates, president, Brotherhood of Railroad Signalmen, 601 West Golf Road, Mt. Prospect, IL 60056.**

**Aurora, CO 80011**
John J. Rossi, Morrisard
& Rossi, 12203 East 2nd Ave.
Tel. (303) 366-3501

**Baltimore, MD 21202**
Savage, Jones, Tingle &
Schwartzman, 10 Light St.,
30th Floor, Maryland
National Bank Bldg.
Tel. (301) 685-2713

**Bergenfield, NJ 07621**
Charles J. Tyne, 104 North
Washington Ave.
Tel. (201) 384-9433

**Birmingham, AL 35203**
Rives, Peterson, Pettus,
Conway, Elliot & Small, 800 First
National-Southern Natural
Bldg., 1900 Fifth Ave., North
Tel. (205) 328-8141

**Boston, MA 02108**
Francis H. Farrell, Suite 701,
Old South Bldg.
294 Washington St.
Tel. (617) 542-3270

**Chicago, IL 60602**
Henslee, Monek and Henslee,
1200 Madison Bldg.
120 West Madison St.
Tel. (312) 782-5925

**Cleveland, OH 44114**
Gaines, Stern, Schwarzwald & Robiner
Co., L.P.A.
1700 Investment Plaza
1801 East 9th St.
Tel. (216) 781-1700

**Denver, CO 80030**
Ratner, Mattox, Ratner,
Ratner & Barnes, 3090 West
72nd Ave., Westminster
Tel. (303) 427-1414

**(Houston) Bellaire, TX 77401**
Downman, Jones & Granger
5959 West Loop South, Suite 666
711 Fannin
Tel. (713) 668-0230

**Indianapolis, IN 46204**
Edward J. Erpelding,
Erpelding & Zika,
Indiana National Bank Tower, Suite
1680
Tel. (317) 632-4437

**Kansas City, KS 66101**
Ratner, Mattox, Ratner, Ratner
& Barnes, 855 New Brotherhood Bldg.,
Tel. (913) 321-2619

**Kansas City, MO 64105**
Norman R. Jones, Suite 826,
Commerce Tower, 911 Main St.
Tel. (816) 421-7783

**Los Angeles, CA 90013**
Frederick L. Nelson,
304 South Broadway, Suite 404
Tel. (213) 629-2214

**Los Angeles, CA 90036**
Bodle, Fogel, Julber, Reinhardt
and Rothschild,
5900 Wilshire Blvd., Suite 2600
Tel. (213) 937-6250

**Miami Beach, FL 33141**
Hastings & Goldman
300 71st St., Suite 530
Tel. (305) 861-4971
Tel. (800) 327-4552

**Minneapolis, MN 55402**
Rerat Law Firm, P.A.
656 IDS Center,
80 South Eighth St.
Tel. (612) 339-9231
Tel. (800) 328-8608

**New York, NY 10017**
Elkind & Lampson, P.C.
122 E. 42nd St., Suite 1515
Tel. (212) 986-4921

**Oakland, CA 94612**
Frederick L. Nelson
1212 Broadway, Suite 830
Tel. (415) 451-6732

**Pittsburgh, PA 15219**
Evans, Ivory & Evans,
711 Frick Bldg.
Tel. (412) 471-3740

**Portland, OR 97204**
Carlton R. Reiter
Reiter, Bricker, Zakovics & Querin, P. C.
1200 Wilcox Building
Tel. (503) 226-1151

**Salt Lake City, UT 84101**
Wayne L. Black, Suite 400,
Ten West Third South St.
Tel. (801) 328-9741

**Syracuse, NY 13202**
J. Murray Dunn,
707 State Tower Bldg.
Tel. (315) 422-0303

**Tucson, AZ 85705**
John P. Somers,
220 East Speedway Blvd.,
Tel. (602) 882-0920

**Vicksburg, MS 39180**
Ramsey, Bodron, Thames &
Robinson, Suite 7,
First National Bank Bldg.,
P.O. Box 1359
Tel. (601) 636-5561

**Washington, DC 20036**
Highsaw, Mahoney & Friedman
1050 17th St., N.W.
Tel. (202) 296-8500

**Wichita, KS 67201**
Ratner, Mattox, Ratner, Ratner
& Barnes, 444 North Market, P.O. Box
306
Tel. (316) 262-6423

**Wichita, KS 67202**
John C. Frank,
615 Union National Bldg.
Tel. (316) 264-0345

# News from Canada

Winners in the W. J. Gillis Lodge 167 curling bonspiel are (left to right): Mate- Brother G. E. Cormier, signal mechanic; First Stone- Sally Allen, sweetheart; Second Stone- Nellie Irvine, wife of signal mechanic Vince Irvine; and Ship- Al MacKenzie, signal assistant.

## Local 167 holds fifth annual curling bonspiel

Brother J. N. Taggart, local chairman of W. J. Gillis Lodge 167, sent in the following report concerning a most festive occasion when the local sponsored the fifth annual curling bonspiel.

The fifth annual Signalman's Bonspiel of Local 167 was held Saturday, March 18, in Edmundston, N.B., "The Republic of Madawaska," which is referred to as the entertainment center of northern New Brunswick. The curling bonspiel is open to all signal department employees, both schedule and non-schedule, their wives, sons, daughters and sweethearts. In all, 48 enthusiastic curlers participated in the all-day bonspiel with the competitiveness of the Canadian Briar and Silver Broom combined. During the day, hot lunches were served by the ladies.

At the conclusion of the play, a most delightful banquet was served. And to top off the gala day, Brother Charlie Newlands, secretary-treasurer Local 167 acted as M.C. making the presentation of the winning trophy and awards, ably assisted by the bonspiel committee: Brothers Y. C. Beaulieu, signal mechanic; S. P. Everett, signal mechanic, both of Edmundston; and G. B. Scott, signal apprentice, Baker Brook, N.B., who has since been promoted to circuit designer, Montreal.

A dance at the Edmundston Curling Club concluded the activities and as the clock struck 12, all . . . and that was everyone, were invited to the home of Brother G. T. Violette and his wife, the number one host and hostess of the Republic of Madawaska, where wining and dining until the wee hours of the morning ended an enjoyable day and Edmundston hospitality.

## Signalmen sign master agreement with railways

On April 28, 1978 in Montreal, Quebec, Vice President John E. Platt signed the master agreement reached between Canadian railroads and the Brotherhood of Railroad Signalmen. Essentials of the agreement were published in the April 1978 issue of The Signalman's Journal beginning on page 49. The agreement covers signalmen working for the Canadian National, CP Rail, Dominion Atlantic, Northern Alberta, Ontario Northland, Toronto, Hamilton & Buffalo, and Toronto Terminals.

As part of the agreement, a letter signed by assistant vice presidents of labour relations for both CN and CP Rail and sent to R. E. Peer, chairman, Associated Railway Unions Negotiating Committee, concerns tardiness due to snow conditions. The letter is abstracted herewith:

"The following letter will be sent to line management:

"This will confirm the understanding reached during negotiations concerning the policy which is to be adopted with respect to employees who, because of severe snow conditions, either report late for work or are unable to report at all.

"All employees are expected to make every effort to report for work on time, notwithstanding snow or storm conditions. However, in the circumstances quoted above, it is agreed that employees, except Running Trades and Sleeping, Dining and Parlor Car employees, who arrive late for their assignments, but

## Canadian railway pension plan open for six months

Following the signing of the Master Agreement for 1978 by the Brotherhood of Railroad Signalmen, the pension plans of CN, CP Rail, Northern Alberta and Ontario Northland railways will be open until October 1978 to allow those non-contributors that wish to join to do so. Conditions are set forth below:

*(ii) Pension Re-opener*

**Note** – This paragraph (ii) does not apply to the Toronto, Hamilton and Buffalo Railway.

During the six-month period commencing on the first day of the first payroll period following the signing of the Memoranda of Agreement, the pension plans of Canadian Pacific Limited, Toronto Terminals Railway Company, Northern Alberta Railways, the Ontario Northland Railway and the 1959 pension plan of Canadian National will be re-opened, in respect of employees represented by the Associated Railway Unions and parties to this Settlement, to permit non-participating employees who:

(a) in the case of Canadian Pacific,

1. elected with effect from January 1, 1966, to cease to be a contributor to the pension plan;

2. having first entered the service after December 31, 1965 and prior to May 1, 1966, being otherwise eligible to become a contributor to the pension plan, declined to contribute;

(b) in the case of Canadian National, are currently members of the 1935 pension plan; and

(c) in the case of Ontario Northland, did not avail themselves of joining the pension plan in 1945;

(d) in the case of Toronto Terminals Railway Company and Northern Alberta Railways,

1. elected with effect from January 1, 1966, to cease to be a contributor to the pension plan;

2. having first entered the service after December 31, 1965 and prior to June 1, 1966, being otherwise eligible to become a contributor to the pension plan, declined to contribute; elect, within the period above stated, to commence or recommence (as the case may be) as a contributor to the applicable pension plan in respect of future service.

Those who make their elections known within a period of two months from the signing of the Memoranda of Agreement will be eligible, subject to payment of outstanding pension contributions, to enter or re-enter the plan as of the first day of the first payroll period following signing of the Memoranda of Agreement. Those who make their elections known after the above period of two months, but within the six-month period stated, shall enter or re-enter the plan, as the case may be, effective the first day of the first payroll period following the date their election is made known to the Company.

The applicable pension plan rules changes shall be determined by the respective Pension Board or Pension Committee and submitted to the appropriate Boards of Directors.

The foregoing shall not be construed as inhibiting the normal operation of the Pension Boards/Pension Committees.

Any members that are non-contributors to these plans, and require further information should contact Vice President Platt immediately.

report prior to the mid-point of their tour of duty, will be paid for the day provided such late arrival is directly attributable to the aforementioned severe snow conditions. Employees who report after the mid-point of their tour of duty will be paid one-half day.

"With respect to employees who are unable to report for work due to the aforementioned severe snow conditions, or who report after the mid-point of their tour of duty, it is agreed that notwithstanding the provisions of the collective agreement, such employees may be given the opportunity to work additional hours at straight time rates in order to make up part or all of such lost time. It is understood that such arrangements will only apply insofar as they do not conflict with the provisions of the Canada Labour Code.

"The above policy only applies when the proper municipal authorities have requested the public to leave their motor vehicles at home and local public transportation services are not operating due to snowstorm."

## CN sets up course on pole climbing

Canadian National has a pole climbing school at Winnipeg, Man. To train the additional pole climbers needed for the Prairie Region's plant expansion program, the signals construction group set up a pole-climbing school at its Fort Rouge shop.

Altogether, 85 employees took the one-week course, geared mainly to the new employee.

"We set up the school ourselves," says Darwin Dahl, general supervisor signal construction, Winnipeg, "but both CNT and Manitoba Hydro helped us with their expertise."

Ken Hickson, supervisor signal construction, Winnipeg, prepared the course content, with more than a little advice and assistance from Bert Cousineau, CNT construction inspector, Winnipeg. Ken shared classroom teaching duties with John

Derksen, also supervisor signal construction. Signal apprentice Jim Barley helped out as projectionist, photographer and general assistant at the classes. Experienced climbers Paul Perreault, signal foreman, and Ross Keeler, signal mechanic, demonstrated climbing and equipment installation techniques on the poles.

A feature of the course was a ball-passing game with a basketball, played by the students on a group of 30-foot poles spaced eight to ten feet apart. Whoever dropped the ball was obliged to climb down to retrieve it.

"The main purpose of the game was to teach the students to rely on their safety belts so they could work on the poles, relaxed and confident," says Ken. "Our efforts at teaching were more than repaid when our relatively inexperienced crews went out and installed more than three million feet of line wire without having one serious injury."

TSJ thanks CN's Keeping Track for this article.

CANADIAN NATIONAL: **Adolf Gimble** of St. James, Man. and a member of Winnipeg Centre Lodge 12 has retired.

CP RAIL: **H. M. Bustard** of Mattawamkeag, ME and a member of New Brunswick Lodge 184 has retired. **W. J. Hambly** of Campbellville, Ont. and a member of Queen City Lodge 122 has retired. **Alexander Grayson,** signal maintainer at Calgary, Atla. and a member of Foothills Lodge 125 has retired.

## QNS&L strike continues; some issues negotiated

The lockout and subsequent strike of our members on the Quebec North Shore & Labrador Railway is continuing, reports John E. Platt, vice president, BofRS. There has been a certification vote taken between the United Transportation Union and the Brotherhood of Locomotive Engineers on the Quebec North Shore & Labrador.

## Regimes de retraite des chemins de fer Canadien ouvert pour six mois

Suite`a la signature de l'entente maîtresse pour l'année 1978 par la Fraternité des Signaleurs des Chemins de Fer, les régimes de retraite du CN, CP Rail, Northern Alberta et Ontario Northland railways seront ouverts jusqu'à octobre 1978 pour permettre aux employés non-participants à s'inscrire. Les conditions sont comme suite:

*ii) Réouverture des régimes de retraite*

**NOTE** — Le présent paragraphe (ii) ne s'applique pas au Toronto, Hamilton and Buffalo Railway.

Au cours d'une période de six mois commençant le premier jour de la première période de paye suivant la signature des protocoles d'entente, les regimes de retraite du Canadien Pacifique Limitée, de la Compagnie du chemin de fer terminal de Toronto, de la Compagnie des Chemins de fer du nord de l'Alberta et de l'Ontario Northland Railway, et le régime de retraite de 1959 du Canadien National seront rouverts à l'intention des employés représentés par les Syndicats associés des chemins de fer et parties à la présente entente, pour permettre aux employés non participants qui

a) dans le cas du Canadien Pacifique,

1. avaient choisi de ne plus contribuer au régime de retraite à compter du ler janvier 1966;
2. étant entrés au service de la Compagnie après le 31 décembre 1965 et avant le ler mai 1966, et étant admissibles au régime de retraite, avaient refusé d'y participer;

b) dans le cas du Canadien National, adhèrent présentement au régime de 1935; et

c) dans le cas de l'Ontario Northland, ne se sont pas prévalus de leur admissibilité au régime de retraite en 1945;

d) dans le cas de la Compagnie du chemin de fer terminal de Toronto et de la Compagnie des Chemins de fer du nord de l'Alberta,

1. avaient choisi de ne plus contribuer au régime de retraite à compter du ler janvier 1966;

2. étant entrés au service de la Compagnie après le 31 décembre 1965 et avant le ler juin 1966, et étant admissibles au régime de retraite, avaient refusé d'y participer;
d'opter, durant la période précitée, de devenir ou de redevenir (selon le cas) cotisants au régime en vigueur quant à leur service à venir.

Ceux qui feront connaître leur décision dans les deux mois suivant la signature des protocoles d'entente pourront, sous réserve du paiement des cotisations en arrérage, devenir ou redevenir adhérents du régime de retraite à compter du premier jour de la première période de paye suivant la signature des protocoles d'entente. Ceux qui feront connaître leur décision après cette période de deux mois, mais avant l'expiration de la période de six mois précitée, pourront devenir ou redevenir, selon le cas, adhérents du régime à compter du premier jour de la première période de paye suivant la date où ils ont communiqué leur décision à la Compagnie.

Les Commissions ou Comités des pensions respectifs détermineront quelles sont les modifications applicables aux régimes de retraite et ces modifications seront présentées aux Conseils d'administration intéressés.

Les dispositions qui précèdent ne devront en aucun cas être considérées comme une entrave à l'activité normale des Commissions, ou Comités, des pensions.

S'il y a des membres non-participants à ces régimes et demandent plus d'informations, contacter vice président Platt aussi-tôt que possible.

This vote was in favor of the United Transportation Union so now it only leaves two unions other than the Steelworkers, the United Transportation Union and the Brotherhood of Railroad Signalmen.

We have negotiated our non-common items to a satisfactory conclusion, leaving only the common items that have to be negotiated in concert with the other unions. A further complication is that the Railway comes under federal jurisdiction, but the mines are under provincial, Quebec and Newfoundland.

There has been some progress made by the Steelworkers on the question of health and safety, but there is also some evidence that they are making this a test case for a break-through in the area of contracting out. The Company, of course, will not resume operations without an agreement with the Steelworkers.

Our members are presently receiving strike benefits and are most appreciative, although they probably live in one of the highest cost of living areas on the continent, for example; a pack of cigarettes in Labrador City costs $1.50.

Local 217, Brotherhood of Railroad Signalmen presently has 85 members working in the area of telecommunications and signals on the Quebec North Shore & Labrador also maintaining the Labrador City telephone system. The QNS&L carries iron ore from the mines in Schefferville, Labrador City and Wabush to Sept-Iles for shipment, a distance of approximately 260 miles.

The contract between the BofRS and the QNS&L expired on February 28th, 1978. The contract had been in effect for three years and had provided for approximately 46% increases in wages and fringe benefits.

The contract was signed before the introduction of the wage and price control legislation in October of 1975, and was negotiated without any work stoppage. The upcoming contract will be subject to the Anti-Inflation Legislation for the year 1978.

During the preceding three years, there has been a number of wildcat strikes by the Steelworkers in Labrador City and Wabush (where the iron ore mines are) over the question of health and safety and contracting out, a number or workers have been killed in mine accidents. The Steelworkers have decided to make these subjects of prime importance during these negotiations, in fact in an address to the Canadian Labour Congress Convention President McBride of the Steelworkers reiterated these points.

Negotiations are divided into two tiers, common and non-common items. Towards the end of 1977, General Chairman Pelletier and his negotiating committee met and formulated their notice for the Signalmen on non-common items and served them on the Company in December 1977. Also in conjunction with the other unions, the notice on common items was served in February 1978.

General Chairman Pelletier with the assistance of General Chairman Cunningham and the Federal Mediation Officer commenced negotiations on some 65 non-common items and have reached agreement in principle with some contract language to be worked out. No progress has been made on common items.

In early March 1978 all Unions advised the Federal Minister of Labour of the impasse and he advised that he did not intend to establish a Conciliation Board. This left the Unions free to strike after seven days, and the Company free to use a lockout. On March 15th, 1978, BofRS Vice President John E. Platt, requested permission from President Bates and the BofRS Executive Council to circulate a strike ballot, and after the vote was in favour of strike, a legal strike was called.

At 3:00 pm on March 15th, 1978, the Company informed all our members, and the members of the other Unions that they were closing down their operations and everyone would be locked out. They informed General Chairman Pelletier that they would require some employees to maintain essential services, but insisted that they must have the freedom to call whoever they pleased and would not agree to a rotational system where a larger number of people received some work.

The Company is presently using supervisory personnel for this work. We have always attempted to cooperate with the Company on this matter to the fullest extent possible, and always remain available to resume negotiations, says Platt.

## Canadian National signalman wins $700 for wire tag idea

Wayne Williamson, leading signal mechanic, Saskatoon, received a $700 suggestion award for proposing a more dependable and more economical method of labelling identification tags on wires in centralized traffic control signal equipment housings.

Formerly, heavy plastic adhesive strips, imprinted with a lettering machine, were used. However, at low temperatures, these strips had a tendency to fall off.

Wayne suggested that the required information be typed on adhesive paper labels which adhere better and are less expensive. In addition, the smaller, typewritten letters permit a more detailed identification on the small tags.

TSJ thanks CN's Keeping Track for this article. Brother Williamson is a member of Saskatchewan Lodge 203.

## Rail passes won't be taxed in 1978

Travel passes will not be made taxable in 1978, Revenue Minister J. Guay told CRLA officials who met with him and his department aids in mid-March. But he could give no assurance that they will retain their tax-exempt status after this year.

The meeting with Guay was attended by Vice President John E. Platt, who reported that the CRLA

will be presenting a detailed brief on the subject of rail passes to the minister before the end of July.

"It became clear in our discussion with Guay," said Brother Platt, "that it was mainly airline passes that Revenue Canada is trying to get at, and that rail passes have been included so as to avoid the appearance of discrimination."

Deputy Minister B. A. MacDonald said that a final policy, if it taxes travel passes, might be based on exemptions up to a certain amount. That could mean, for example, that rail pass privileges would not be taxed on the first $200 of value.

## Signalman's cab signal idea is worth $1,100

Under Canadian National's suggestion plan, Doug Gilruth, leading signal maintainer at Toronto's Mac Millan retarder classification yard, was awarded $1,100 for an idea to more efficiently put the locomotive cab signal system in and out of service. Six hump locomotives work the local and dual humps at the yard.

Five locomotive sets are in use at a time and safety requirements dictated that when a set left the hump—to enter the shops, for instance—the signal system had to be taken out of service. This was done by transferring electronic components from the outgoing locomotive set to the incoming set, resulting in a time-consuming task for signalmen, lost time for the motive power and undesirable wear on the transferred equipment.

Brother Gilruth suggested that all six locomotive sets be equipped with the full range of components and that five pre-wired couplers be used to take the cab signal system in and out of service.

## Comprehensive report issued on labor relations law

"The Labor Relations Law of Canada" is the title of a report prepared by the International Labor Law Committee of the American Bar Association. The book is divided into 14 chapters, as follows: (1) Background information concerning Canadian economy and Canadian labor unions; (2) Constitutional division of jurisdiction between the National government and the provinces; (3) Legal status of trade unions; (4) Labor legislation in Canada; (5) Certification of unions and their recognition as the representatives of the employees of an enterprise; (6) Union security; (7) Law of collective bargaining; (8) Certain aspects of dispute settlement; (9) Union sanctions and employer counter-action; (10) Grievance procedures and arbitration; (11) Law concerning unfair labor practices covering organization, recognition, negotiation and administration; (12) Judicial review of administrative decisions; (13) Jurisdictional disputes covering contract procedure, judicial resolution or resolution by administrative tribunals; and (14) Intra-union procedures and the individual rights of members.

*The Labor Relations Law of Canada by International Labor Law Committee, American Bar Association. Published by The Bureau of National Affairs, Inc., 1231 25th St., N.W., Washington, DC 20037. Price: $15.00.*

## Canadian National maintainer wins $550 for scooter design

Signal maintainer Roger Matte has received $550 from the CN Suggestion Plan for suggesting that changes be made in the design of track scooters.

He said they should be all-aluminum, resulting in a lighter and more versatile unit, and that the mini-bike used to power the scooter should be detachable.

The redesigned unit could be easily dismantled by one man for carrying in the back of a truck and the detachable minibike could be used separately, he said.

Roger produced the first model himself and now there are eight such units on the Great Lakes Region, with more planned.

"I travel by truck to the nearest access point and then use the scooter to take equipment down the line," he explained. "If I don't need much equipment, I just hop on the bike and ride on the shoulder." Brother Matte is a member of Northland National Lodge 204.

The signals section fabricates its own mini-bake carts, at less cost than those from suppliers.

TSJ thanks CN's keeping track for this article.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# Bates' Commentary

During the past few weeks I have had the privilege of meeting with Administrator John M. Sullivan of the Federal Railroad Aministration, on several occasions. The interest Mr. Sullivan directs toward safety in the railroad industry is indeed refreshing, and we are convinced those interests are sincere.

We are all aware of the many derailments of cars containing hazardous materials which have occurred recently at various locations in our country. Those tragic accidents have caused the public and government agencies to direct a great deal of attention toward safety in our industry.

The general deterioration of many railroad facilities has been reported to be the cause of most of the derailments, and we sincerely hope that proper steps will be taken to cause the railroad properties to be restored to a safe condition.

Lack of maintenance to many signal systems has caused them to deteriorate to a similar extent as track and other parts of the railroads.

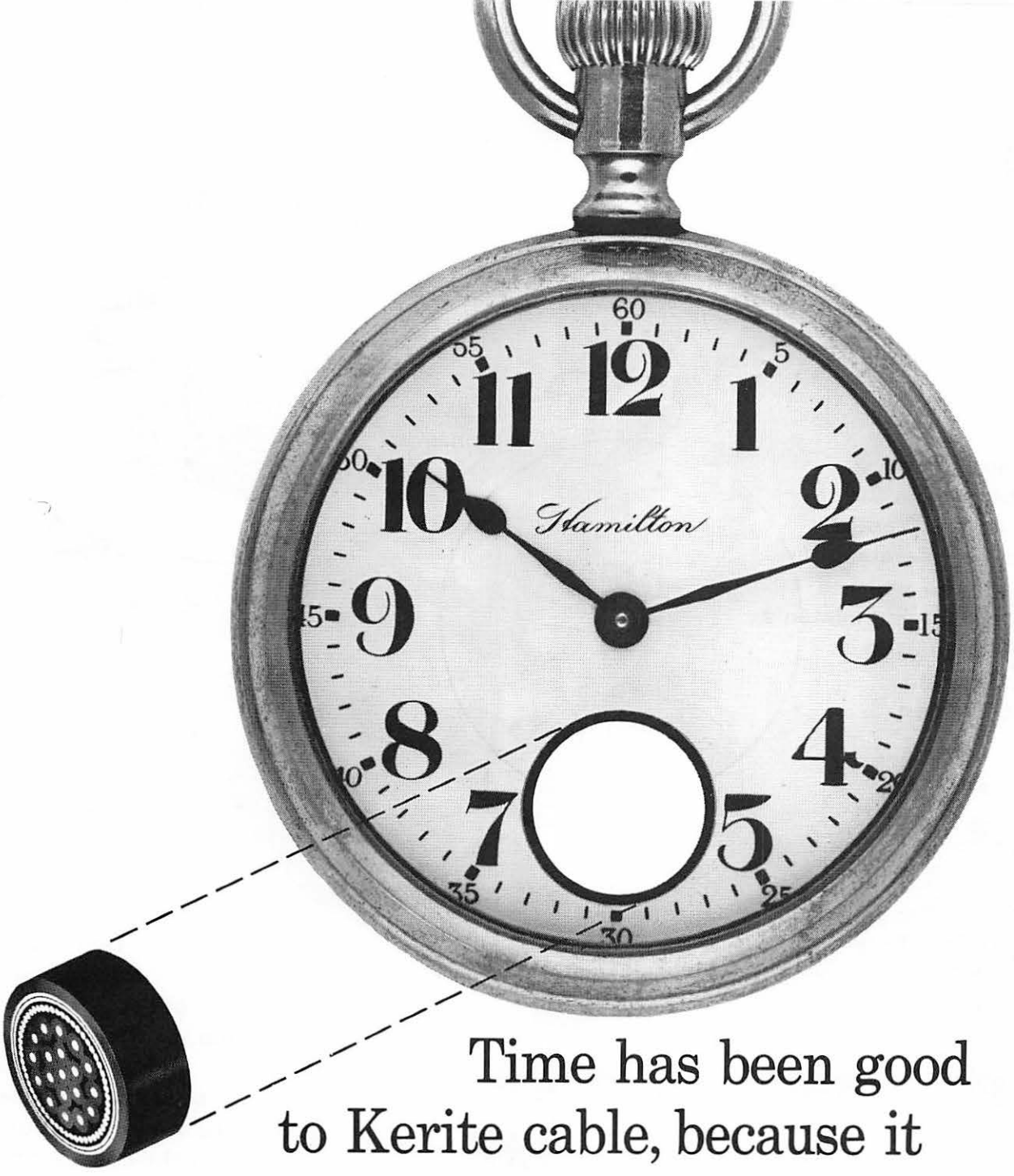
I have no doubt that if the Rules, Standards and Instructions for the installation and maintenance of signal systems had been strictly enforced by the FRA and the railroad industry, such deterioration would not have occurred.

We are aware that in some cases irresponsible carrier officers encourage some of our members to indicate on report forms that tests and inspections have been made, when such is not the case. Fortunately, the vast majority of our members recognize the serious consequences of violating a Federal code and refuse to be a party to such conduct. In most cases our members also recognize the necessity for making the required tests and inspections and the importance of being assured that the signal systems are performing their intended functions.

In our discussions with Administrator Sullivan, it has been made very clear that violations of the RS&I will not be condoned and that additional FRA Inspectors will be employed to enforce these important regulations.

I am impressed by Mr. Sullivan's approach to the many problems in the railroad industry, and especially toward those relating to our craft. We will certainly make every effort to assist the FRA in demanding strict compliance with the law.

Tom Bates

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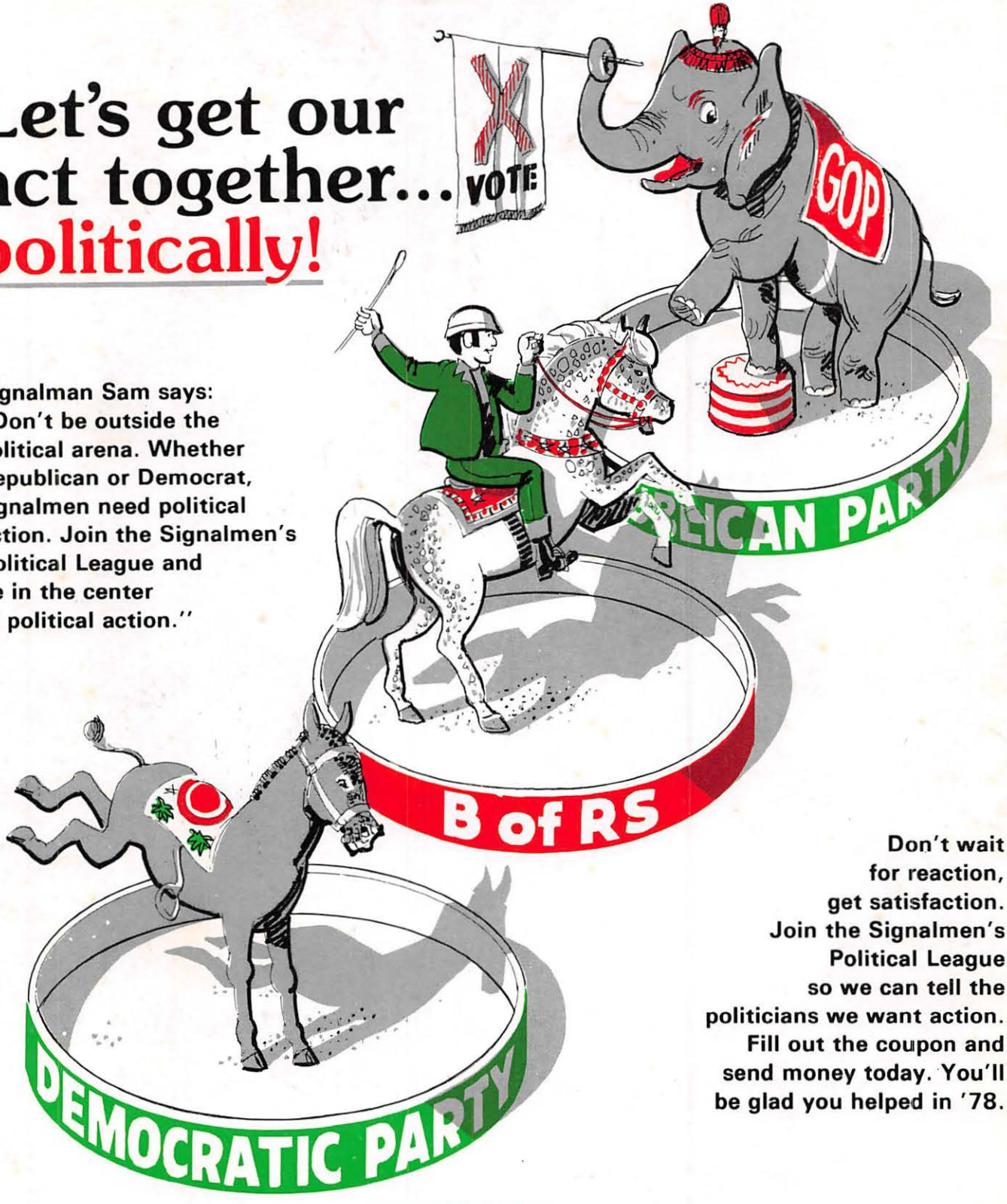
# Let's get our act together... politically!

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To: W. D. Best, Treasurer, **Signalmen's Political League, 601 W. Golf Rd., Mt. Prospect, IL 60056.** Here is $2 or more to help SPL carry out its campaign for good government. (Please make check or money order payable to Signalmen's Political League.)

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A copy of our report is filed with the Federal Election Commission and is available for purchase from the Federal Election Commission 1325 K Street, N.W., Washington, DC 20463.